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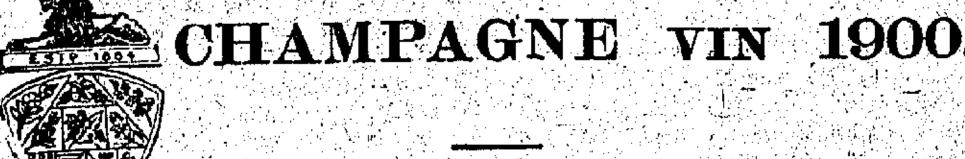
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Telegraphic Address : PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 34. Telephone No. 12.

DEATHS. On March 18th, at London, F. L. CROKPTON late Orga, ist of Holy Trinity Cathedral, Shanghai, On April 8th, at Shanghai, John Dury, Engineer, China Merchants' S. N. Co., aged 44 years.

HONGKONG OFFICE: 10A, DES.VOUX ROAD C LONDON OFFICH: 131. FLEET STREET. E.C.

Honorone, April 16th, 1908

For many days Hongkong may be hard put to it for subjects of conversation, and since thought and speech demand exercise, we descend as a community to the pettiness of a rural village. The mischief proverbially mind and tongue. Then events crowd upon awhile out of the rut, and called upon to gradually fluttens when the normal tedium | did not forget your duty to her." returns. Just now tragedy fills the picture, and the struggle for the constitutional rights of the Sanitary Board shrinks in the perspective to a temporary insignificance. The anti-Japanese boycott looks more threadbare; the threatened public right to walk on the hillsides of the Colony is not at the moment attracting the champions otherwise forthcoming; and even the pleasurable business of suggesting alternative sites for the new typhoon refuge is tion of a previously much observed energy dominating personality-at, in short, the

we call Death to the very hive of throbbing TELEGRAMS. life. We do not propose here to moralise. Events like the drowning of this prominent member of our business community make every observer do that for himself. On the tenth day the blessed Lethe that meanders continually through the souls of men will have washed away all thought of it, and only a ripple-perhaps the effect upon the Hongkong University enterprise, for instancewill revive the memory of what was, and the melancholy of the might-have-been.

It is profitable, as a obeck-on-extravagance, to have these reminders of evanesgence, mutability, and fickleness. We care very much for a little while, and then we do not care. There is no happy mean between fervour and callousness, excitement and indifference, and this want of balance affects Hongkong as much as any place. At the time of "the" typhoon, and at intervals afterwards, we were all saying, or endorsing and applauding the saying, that no matter what it might cost, we must have an adequate typhoon anchorage. Slowly the official machine got in motion; presently out came a scheme intended to meet the popular demand. But by this time the thrill of tragedy had passed away; we are saying the details of the scheme are not satisfactory; we are saying the cost is too high. Outsiders might think of the bloated corpses that haunted our harbour two Octobers past, might endure any thought save the perception of a possible recurrence of those grisly scenes. They might say that the provision of a more accessible shelter for all the native craft that minister to the shipping trade were a necessity for which our shipping should ungrudgingly contribute. A body like the Chamber of Commerce is not swayed by sentiment. With the business prosperity of the shipping in its care, itturns a coldly calculating business-like eye upon the subject. Its advice to the Government must weigh, for it has more in it of permanence than an emotional popular clamour. The Government is moved in both ways; what it would depended on what it could. Ways and means must modify its wishes. One way, apparently, was to suddenly increase the charge for lighter licences, and this must eventually affect the shipping which is to be called upon for further contributions so long as the new refuge leaves any indebtedness. Provision for the safety of the eggs may be too dearly bought by the prippling of the parent bird. to vary the adage; and so it is to be hoped that the officials will not be "too set" on their present scheme, but take the sense of the Chamber and of the shipping community. It should be possible to provide convenient shelters without expensive frills to them, and we hope that the Chamber of Commerce, which entertains this idea, cause an acceptable alternative suggestion to be submitted.

Mr. G. Grimble, after holding the post for. many years, has resigned his position as to return home. organist in the Union Church.

Yesterday (Wednesday) Captain A Milton-Johnson assumed duty as Assistant-Superintendent of Police (Chinese) at Shanghai.

Mr. J. H. Kemp yesterday convicted an Indian who had been employed by the Dock Company as a watchman for being asleep at his post and fined him \$10.

The sixty-ninth report of the New Zealand Insurance Cot, of which the local agents are Messrs Reiss and Co., show a subscribed capital of £1,500,00, a paid up capital of £300,000 and reserve and insurance funds amounting to £390,000.

The Tear has issued an Imperial Rescript to the army and navy (says a Renter's message from S. Petersburg), in which, after referring to the "disgraceful surrender of the fortress of Port Arthur," he alludes to the "unforgettable heroicat the disposal of idle hands tempts also deed of the valiant garrison." The Rescript concludes: -" Brave defenders of Port A-thur the heels of events, and we are lifted for by the heroic deeds, by the self-denying valour and loyalty to your oath, which you displayed in the defence of our stronghold in consider matters for which we are illy the Far East, you have won immortal fame, an | and have written a new and splendid page in administrative crisis, or a commercial boom | tie annals of the heroic deeds of Russia's or slump, keys us up to a pitch that warriors. Grateful Russia is proud of you, and will never forget your deeds, even as you

ANOTHER MURDER,

Another murder has been reported to the police, this time near Kowloon city. On Tuesday a Chinaman was found on the road leading from Sam-shui-po with his head battered in. and the appearances led to the inference that he had been the victim of a band of robbers.

THE BOYCOTT.

The organisers of the boycott in Hongkong are showing renewed activity. Yesterday morn deserted; while we all stare with some awe ing the police on duty in Queen's Road at the vivid illustration of a sudden cessa- discovered placards posted on the walls of prominent buildings, containing written injunctions in Chinese to the populace to have at the transformation of a quick and nothing to do with anything from Japan. The posters were destroyed. Another feature of the boycott is that moneychangers will not handle perception of the nearness of that mystery Japanese notes.

TO DAILY PRESS" EXCLUSIVE SERVICE.

AMERICAN NAVAL POLICY.

LONDON, April 15th. President Roosevelt urges th construction of four battleships immediately.

[REUTER'S SERVICE.]

THE NEW CABINET.

London, April 18th. Sir Henry Fowler retains the office of Chancellor of the Duchy of Lancaster, Lord Tweedmouth is President of the Council. Lord Crewe, Secretary of State f r the Colonies, Mr. Lloyd-George, Chancellor of the Exchequer, Mr. McKenna, First Lord of the Admiralty, Mr. Runciman, Board of Equation, and Col. Seely, Under Secretary of State for the Colonies.

> SIR HENRY CAMPBELL-BANNERMAN.

LONDON, April 13th. The condition of Sir Henry Cambell-Bannerman shows no improvement. He is

very weak. PRINCE YON BUELOW IN ITALY.

London, April 13th. Prince von Buelow has visited Signor Tittoni in Rome.

Signor Tittoni returned Prince von Buelow's visit and the two conferred for 80 minutes. It is generally understood that Italy's policy in Macedonia preoccupies Austria and Germany.

THE BOSTON FIRE.

LONDON, April 13th.

A fire at Chelsea, a manufacturing subur b of Boston, has swept a square mile, and still continues burning.

LATER. The fire in the suburbs of Boston bas been controlled but it has destroyed some of the finest public buildings and historic churches. Damage to the factories is estimated at from 7,000,000 to 10,000,000. Ten thousand are homeless.

THE MARRIAGE OF THE DUC D'ABRUZZI.

London, April 13th. It is positively afficmed in Rome that the King has consented to the marriage of the Duc d'Abruzzi with Miss Elkins, who becomes an Italian Royal Princess.

THE TIBETAN NEGOTIATIONS.

London, April 13th. The Chinese Commissioner continues to drag the Tibetan negotiations in Calcutta, in spite of the British impatience and anxiety. The Tibetan Associates are about

THE SMUGGLING OF ARMS.

The following proclamation on the subject of the smuggling of munitions has been is ned by the Vicercy at Canton :---The case of the "Tatau Maru" was settled

by the Waiwupu last month. The Kungpei (Lappa) Customs have again seized large quantities of rifles and ammunition, which were being smuggled through Macao into the interior, The desperadoes, supplied with arms and ammunition, in Chingohou, Lungehou, and other districts of the Liangkuang provinces, have caused considerable damage to the mercantile class; and, unless drastic measures be taken in the matter, the practice of smuggling in rifes and ammusiti n will never be got rid of. The Japanese Government has consented to regulate the exportation of arms to Macac, which is without doubt, the headquarters of those who are engaged in the sale of contraband to Chinese revolutionaries, bandits and other lawless perso s in the Liangkuang Vicercy Ity. From benceforth should any Chinese or foreign | dral. The choir of about sixty voices was steamer, laden with rifles or ammunition, come into the territorial waters which are within the jurisdiction of the Liangkuang (Kuangtung and Knugsi) provincial government, the vessel and her whole cargo will be confiscated without fail. Besides requesting my subordinates to exert themselves to the utmost to prohibit the smuggling of the contraband, I now issue this proclamation and hereby look to every class of people to take note of this and to chey. In making this announcement I, the Vicercy, am actuated by the desire to protect trade condi tions and to preserve the peace and good order. of the Liangkuing provinces.

LATEST STEAMER MOVEMENTS.

The H.A.L. str. Sambia left Shanghai on the 14th inst., and may be expected here on the 7th inst. p.m.

The Apear str. Japan from Yokohama and Kobe, left Moji on the morning of the 15th inst. at daylight. The Apear str. Catherine Apear from Calcutta

left Singapore on the afternoon of the 14th inst. and may be expected here on or about 20th inst The Indo-China str. Kutsang left Calcutta for this port vis the Straits on the 9th inst. and may be expected here on or about 26th inst The Indo-China str. Onsang left Calcutts for this port via the Straits on the 12th inst and may be expected here on or about 29th inst

At St. Andrews Church, Kowloon, tomorrow (Good Friday), divine service will be hold at 11 a.m. and 6 p.m.

A DOCTOR SUMMONED.

The case in which Dr. Wan Ton Mo, of 20 Caine Road, was summoned for having on the 11th March last inserted a false statement in the register of deaths concerning Ng Sik Kwan again came before Mr. Kemp at the Magistracy yesterday. Sergt. O'Sullivan prosecuted on behalf of the police, and the Hon. Dr. Ho Kai appeared for the defence The case for the prosecution was that on the 11th March a boy, 15 years old, died in D'Aguilar Street. The father went to defendant and told him that he wanted to have the body removed in order to Hongkong was deeply moved over the death quieten his mother who was grief stricken, of this citizen, and his disappearance from the Defendant filled up a form an I the body was scene of so many activities will be felt. conveyed to the Tung Wa Hospital whence it As to the tragedy itself, details are coming E.F. Aucott and E. Humphreys; Halves, L. was removed to the Public Mortuary where, on a postmortem examination being made on the body by Dr. Heanley, the cause of death was found to have been diphtheris, and not

The father of the boy stated the defendant had visited him several times. Last year when the boy was vemiting and spitting blood he was called in.

His worship-Last week I said I thought but on thinking the matter over I thought water. Some little time elapsed before the body that as the child died of diphtheria and the was recovered, but life was then extinct. certificate stated phthisis that fact ought to be explained by the defendant. The onus is upon

Dr. Ho Kai-Certainly. I can place the so it is stated, a letter to his wife. defendant in the witness box. His Worship-He ought to say how he

treated the boy. Dr. Ho Kai-He treated him for puthisis. His Worship-I think the shortest way would be for defendant to show how he prescribed for

prescription, was for the threat. Defendant

thought the boy saff-red from tonsilitis. Defendant said he had treated the boy in question whom he saw on the 9th and 10th March last. He remembered having attended the boy about a year before. The child- was suffering from juffammation in the throat and he was very weak and emnoiated. He found two tonsils large and influend and though he had good view of the back of the throat he could see no hing more.

Dr. Heanley, questioned by the Court, said that defendants prescription in this case was such as might be used for all cases of an in flammatory condition of the throat.

His Worship dismissed the summons.

ANOTHER WILD FLOWER CASE.

Before Mr. Kemp at the Magistracy yesterday Lo Kum, a gardener, was summoned for trespassing on the hillside above Wongneichong village.

His Worship-But how can he trespass on the hillside? I can't see that.

Inspector Courlay-It is Government ground This ground is under the Forestry Department. His Worship-What happened in this case? Inspector Gurlay—The defendant was arrested by a forest guard, while cutting moss and that is why he is charged with trespass. His Worship -I am not very clear about the

Inspector Gourlay-There are notices in Chinese and English posted up stating that the ground is under the Forestry Department.

His Worship—The Ordinauce was not meant to prohibit walking up the hillside because that would mean that anyone taking a walk could be c harged for trespass. Inspector Gourlay-Certainly, but I don't

think the Government would go so far that. It is only to protect the grass th at there is a charge for trespass.

notices prohibiting walking on or cutting the grass were posted up.

had taken two large bundles of moss. This Leighton, G. Liebert (French Cynsul), Ho moss was becoming very scarce.

His Worship adjuncted the case until H. Percy Smith, J. Hastings, A. Seth, H. Seth Thursday, bail being fixed at \$25.

"THE MESSIAH" AT S. JOHN'S CATHEDRAL,

Last evening, after evensong, at S. John's

Cathedral several numbers from "The Messiah " (Handel) were sung. The announcement that this would take place brought together a congregation that filled the Cathestrengthened on the occasion by thirty adthe second, " Surely He hath borne our griefs the efficiency of the choir, and reflected the highest credit on the painstaking efforts of the organist and choirmaster Mr. Denman Fuller. The air "He was despised" was sung by Mrs. T. L. Perkins; Mr. A. B. Ayris took the recitative and air "Thy rebuke hath broken his heart," and Master J. Stuart sang "He was out off out of the land of the living." Mrs. Redeemer liveth"; Mr. E. S. Caruthers, the re-Mrs. Desly, the recitative, "Then shall be brought to pass." Mrs. Dealy and Mr. S. and may be expected here on or about 19th inst. Moore took the duet "O. death! Where is thy was sung by Mr. and Mrs. G. H. Edwards Mrs. Broughall and Mr. F. A. Biden; and "For as in Adam all die" by Mrs. J. Kew, Mrs. Goldsmith, Mr. W. Matthews and Mr. W. Armstrong.

THE LATE MR. RENNIE.

Not for many years has the community of Hongkong received such a shock as followed the news of the untimely death of Mr. Rennie. His friends and associates could scarcely believe the sad intelligence but the grim reality became apparent when the remains of the gentleman | went to represent him. who was so conspicuous for his marvellous energy and keen business capacity were laid to rest. The all absorbing topic of conversation yesterday was Mr. Rennie's tragic end The sensation it created was profound. Certainly

to hand which make the events of Tuesday afternoon stand out more clearly. Before Mr. Rennie jumped overboard he had fastened the despatch box, which is fairly large and weighty, round his neck with a cord. After he took the fateful leap the first coxswain threw a buoy overboard, but, as Mr. Rennie made no attempt to reach it, the second coxswain jumped in after his master. As he approached him Mr. Rennie elther said or indicated that he there was no evidence against the defendant | did not wish the buoy and put his face under

It has since transpired that Mr. Rennie must have contemplated taking his life. On Tuesday he arranged personal affairs, and even wrote,

Suicide is clearly suggested by the accounts of the affair, and there has naturally been much speculation in the Colony regarding the circumstances which could have driven a min of Mr. Rennie's baoyant disposition to such an act of desperation. An explanation is general y sought in the recent state of the wheat market. Dr. Ho Kui - We have nothing to hide. The It has long been public property that in consequence of the heavy shortage in the world's wheat crop, Mr. Rennie made heavy purchase, for the Junk Boy flour mills and had been importing large cargoes in anticipation of a big rise in the price of wheat and flour Events, however, have so far falsified his predictions; the financial crisis in the United States has proved a factor in the wheat market which a few months ago could not have entered into the calculations of the most far sighted and sagacious of men. And on top of this has recently come a heavy slump in Pacific freights, flour being now carried across at talf the rate which obtained down to within the past fortnight. This slump has been brought about, we understand, by the Chinese boycott of Japanese trade, which has had the effect of causing the Japanese lines to separate themselves from the Conference, and a freight war has resulted.

To what extent this unexpected turn of events has affected the prospects of the business with which Mr. Rennie was so prominently identified time alone can tell, but the serious disappointment of his sanguine hopes and expectations may have been too much for a nervous system already overstrung by the mental strain which the initiation of such an important enterprise as the Junk Bay Flour Mills must have entailed.

Sir Paul Chater and Mr. Mody who were so intimately associated with Mr. Rennie in this enterprise reposed unlimited confidence in his business actimen and ability as well as in his personal integrity. The deepest sympathy is felt for Mrs. Hennie in her sudden bereavement THE PUNEBAL:

The funeral took place yesterday afternoon It was very quiet and only a few of his friends and business associates attended. These joined he cortege at the Monument and followed to he graveside in the Protestant Cemetery, where he Rev. J. T. Johnson officiated and pronounced the committal sentences. The chief mourners were Sir Paul Chater and Mr. H. N. Mody. The others present were Sir Henry The forest guard spoke to the fact that Berkeley, the Hon, Mr. Rees Davies (Attorney General), Captain Floming representing H. E. the Governor, the Hon. Mr. Wei Yuk, Dr. Inspector Gourley stated that the defendant Sanders, Messre, W. Macdouald Parr, B. Fook, J. C. Peter, G. C. C. Master, C. A. Lowe S. A. Soth H. F. Chard, G. P. Lammert, Wesser, L. Berindongue, etc.

The coffin was made of English oak and The | is given. was mounted with brass furnishings breast plate was inscribed-

> Alfred Herbert Rennie, Aged 51 years,

Died 14th April, 1968. The floral tributes were very beautiful. Th senders were: - Sir Paul Chater, Mr H. N. Mody, Mail," ar, sitting in the offices of her lawyer, Mr. E. Yoneda, Messrs. Wesser and Raven, Mr. and Mrs Ho Tung, Mr Ho Fook, Mr and Mrs dilional voices, and the excellent manner, in Tang Lau Kok, Hon. Mr and Mrs Wei Yuk, which the choruses were rendered—especially Mr G. P. Lammert, Office Boy A Cheong, Mr and Mrs Li Wai Lum, Mr Au Young Kit, Mr -demonstrated in a most gratifying manner James, Dr. J. W. Noble, Mr C. E. Warren, Mr B. L. A. Howard, Mr Wm. Lysaught, Mr Lenng Shin Kong, Mr. S. A. Ahmed, Mr. and Mrs B. Layton, Mr Tak Chaong, Capt. W Downer, Commodore R. H. S. Stokes, Dr. Ho Nai Hop, Mr Kwan Kai, Dr. and Mrs F. O. Stedman, Office Staff Hongkong Milling Co. Mr Harold Seth, Capt. and Mrs Godfrey Wait, Hongkong Milling Co., Junk Bay E. Barrett took the air "I know that my Staff, Mr and Mrs J. C. Peter, From the Servants who say, "He was always so kind," citative and air "Behold I tell you a mystery:" Mr and Mrs G. C. C. Master, Dr and Mrs Jordan, Messrs Cornell Bros., Mr H. Chard, Mr Lam Ping Woon, Mr G. P. Lammert, Mr and Mrs N. A. Siebs, sting " the quartet " Since by man came death ', Mr Leung Shiu-kong, Mr Sam A-yak. Mr G. S. Cruicksbank, Mr and Mrs A. Seth. Mr and Mrs H. I. Black, Mr Yee Kee, and Messrs Arnhold Karberg & Co.

- We are requested to state that no notice of the hour fixed for the funeral of the late Mr. A After a collection had been taken in sid of the H. Rennie having reached either Government electric lighting fund of the Cathedral (for House or the Colonial Secretary's Office till which another \$650 was needed) the organist just before a meeting which the Governor had played the Good Friday Music from "Parsifal" convened for the consideration of the Public (Wagner). The numbers from the "Messiah". Health and Buildings Bill and at which the are to be repeated at 9.15 p.m. on Good Friday. Colonial Secretary, the Director of Public v

Works, the Hon. Dr. Ho Kai and Messrs. A Turner, A. H. Ough and A. Denison | were present. His Excellency was unable to postpone the meeting to attend the funeral. We are also authoritatively informed that His Excellency "had fully intended to be present in person." As it was, Capt, Floming, A.D.C.

LOCAL SPORT.

SHIELD FINAL.

CLUB v. H.M.S. "DEDFORD." The following will play for the Club in this match on Saturday: -Goal, F. H. Kew: Backs, .) Wishart, J. Hall and A. Gregory; Forwards, W. H. Williams, MacG. Weston, O. Eager, R. Turner and J. Mead. The Referee will be Mr. Henderson of H.M.S. "Astrea." Kick off at 4.30 p.m. sharp.

A. A. A.

The last of the monthly cross country runs will take place on Sunday next, starting from the Kowloon Cricket ground at 3.30 pm.

MARINE COURT.

Wednesday, 15th April.

BEFORE THE HON. BASH. TAYLOR (HARBOUR MASTER.

TOO MANY PASSENGERS.

Fung Tai, the master of the steam launch Hing Lee," was convicted of carrying five passangers in excess of the number allowed. and a fine of \$100 was imposed.

OBSTRUCTION. Shan Fat Min, a boatwoman, and Leung Shu. a boat master, were fixed \$10 each for lying alongside the s.s. " Hang Sang " in such a manner as to provent the free approach of

other vessels to the Central Fairway. STEAM WHISTLE NUISANCE. Lam Yau, the coxswain of a naval dock launch, was summoned for unlawfully blowing the steam whistle. He was found guilty, and

fined \$10. DISTRUST OF THE SOLDIER.

LORD ROBERTS' FEARS. SUDDEN INVASION.

Lord Roberts concluded in the House of Lords a little speech on British unpreparedness to repel an invasion with this personal note:-

It is difficult to understand why the soldier ilways seems to be distrusted when he ventures to give an opinion on the subject he has made

"Whatever undue military ardoar I may be credited with, it must, I think, be acknowledged, at my time of life, after all I have seen of war, that I may be acquitted of any undue ardour. and that the one and sixty years that have passed since I had the honour of putting on the uniform as a cadet may have brought to me some measure of judgment with regard to the exigencies of war.

"My one desire is to use my experience for the benefit of my country, and my hope that I may be able to persuade the people of the country of the necessity of its being sufficiently garrisoned to protect it from the invader.

"I have no axe to grind, and all I desire in to save the country from a disaster which will inevitably befall it if it refuses to be warned by what has happened in the past to nations very similarly situated, and to take the most ordinary precautions for the future.

The debate was initiated by Lord Midleton, who urged the inadequacy of our home defences. Lord Roberts said :-

"If ever the country is invaded, it is almost certain to be done by surprise. This points to the supreme importance of the Home Defence Army being in a thorough state of preparedness. "The value of the Territorial Army depends on whether it can always be in such a condition

as to enable it to deal effectively with a surprise An invasion of the country by surprise is a danger we have to recken with, and must be

prepared for. Lord Portsmouth has pooh-poohed the auggestion, and said that any such action would be brigandage. The action might be called by any name, but this is certain -that no fear of the action being so designated will ever deter any nation from quietly making all necessary preparations to gain her object on the first

favourable opportunity. " As no one could say whether the warning we may receive will be long or short, we surely cannot run the risk of deferring to train the Territorial Army until some kind of warning

MRS, THAW'S SECRET.

WHY SHE SEEKS DIVORCE.

Mrs. Harry Thaw is changeable as a chameleon. She looked radiantly happy, says the New York correspondent of the Daily Mr. O'Reilly, she explained to an audience of Press representatives that never, as long as she lived, would she disclose the real reason of her determination to have her marriage with Mr. Thew annulled.

"I stood by Harry," she observed, "as long as he needed me. But now I can tolerate the situation no longer." "What is it makes the situation intolerable?"

That," she replied, "is a secret which I shall carry to the grave. What Mrs. Thaw's lawyers hint, but do not state definitely, is that Mrs. Thaw made a dis-

covery during the first trial which determined her never to live with her husband even if he were liberated. The breach occurred at the time that Mr. James Clinton Smith, brotherin law of Mr. Stanford White, gave evidence showing that Mr. Thaw in posing as the guardian of outraged innocence was guilty of hypocriey. Yet despite this proof of his inconsistency he insisted with a singular lack of chivalry on his wife going into the witnessbox and baring her shame to the whole world. She obeyed, but never forgave him.

THE UNEMPLOYED BILL.

L tackled a horny handed one. And I pulled him up with a jerk, And I said. "Will you tell me straight, my son, want you mean by your Bight to Work?" Four question," he said, "I'm too proud

to shirk. And to shuffle is not my wont: What exactly I means by my Right to Work Is my right to be paid if I don't."

ENGINEERING IN JAPAN.

It has been truly remarked that the engineer is the real revolutionist, because his work generates economic and social forces against which the efforts of statesmen are vain. Legislation and political action may, for some time, divert the forces which are moulding national affairs and changing international relations, but in the long run they must yield to the economic forces at work. In no part of the world has this been so distinctly shown as inthe Far East during the latter half of the 19th century. The peoples of the West do not sufficiently recognize the important evolution which is going on in the Pacific area, and which will profoundly change the c atre of importance. not only of the world's industry and commerce, but also of its politics. Fully half a century ago, Secretary Seward, in a speech in the United

States Senate, said : -"Who does not see that henceforth every year European commerce, European politics, European thoughts, and European activity although actively gaining greater force, and European connexions, although becoming more intimate, will nevertheless sink in importance, while the Pacific Ocean, its theres, its island and the vest regions beyond, will beome the chief theatfe of events in the world's great bereafter P"

In the interval which has elapsed since these words were spoken much has happened which has been in the direction of the fulfilment of the prophecy which they contain, and recent events have shown that Jupan will take a most important part in the further evolution which will certainly take place. Early in the new career of Japan it was recognized that, as a means to an end, she must take full advantage of Western science and its applications to every department of national life. Shortly after the present Enperor ascended the throne, he issued a proclamation announcing the principles which would guide the newly-established Government One of them was that "knowledge and learning shall be sought after throughout the whole world, in order that the status of the Empire of Japan may be raised ever higher and higher," gained in the prohibition tates of America. School and colleges were founded to supply the In Maine the safe of liquor has been forbidden men who would be able to meet the new condi- for half a century. So firmly riveted are the tions which had arisen, and among others, early chains of testotalism that it requires a twoin 1873, the Imperial College of Engineering in | thirds majority of the legislature before Tokyo, Prince Ito, the most in Inential man in Japan, who was mainly instrumental in founding to the electorate. Here, if anywhere, it might the college, has stated that "from this inatitution have come the majority of engineers perance. What is the tact? Sir Thomas Downwho are now working the resources and indus- conversing with a representative of The Daily tries of Japan. I consider," he said, "the Telegraph, gavean account which should stay the

of to day." engineering in Japan would occupy a very a farce, and a farce fraught with disaster. large volume; it is sufficient for the present leads to the consumption of spirits instead purpose to give an outline of existing conditions | beer, because they are more portable and more and their effects on the economy of the country, easily concealed, and of bad spirits instead In the course of the evolution of Government | good because the adulteration of liquor obtained departments in Japan, the Imperial College of Engineering was incorporated in the University | wholesale corruption of public officials, because of Tokyo, and the Engineering College now | sheriffs take bribes from shebeen keepers instead forms a very important member of that of presecuting them. The bad quality of the educational organization, which includes every liquor sold has led to a large increase of insanity. department of learning required in a modern State. The teaching staff consists of 270 "why," said Sir Thomas, "it is treated as a members, the majority being Japanese; but joke, and the whole thing is ridiculous. This there are 15 foreigners, of whom three are is so well known that prominent clergymen Germans, three Britons, two Frenchmen, two and avowed tectotalers are in favour of the Americans, one Austrian, one Swiss, one abolition of prohibition and the introduction of Italian, one Chinese, and one Russian. The a liceusing system, while the rum sellers put up Engineering College has the following nine money for a prohibition campaign. She-beens courses of sludy, each of which extends over abound. They are generally run as eatingthree years:-(!) Civil engineering, (I) may houses, and the whicky they sell is known by chanical engineering, (3) navalarchitecture, (4) some fancy name, but if you go down into the technology of arms, (5) electrical engineering, celler you find a bar in fell working order. (6) architecture, (7) applied chemistry, (8) There are clubs everywhere, and each member metallurgy. It is well supplied with apparatus have seen a man go into his club, and simply States point the ocean basis figured out at 7s. enormous numbers of Africans were imported. and laboratories, which are placed under the hold up three flugers, when three glasses 6d. measurement. Carpets for Canada were Ehertly before the close of the eighteenth control of the respective professors. Arrange- of whisky were immediately served. You obarged 12s. 61, as against 7s. 6d, occasery 10s. century a terrible struggle took place between ments are made for the practical training of may buy alcohol openly for medical purposes. the students in Government and private The man behind the counter asks if you have a when the writer was principal. At that time, such a document, and it is generally green with the college being in the Department of Public age, and more ragged than a chauffeur's driving Works, the students had great facilities for license. If you say your certificate is lost, they inferences to be drawn from these comparisons. the same island, and the Germans have long predice. The course of training extended ask whether, you have been bitten by a snake. Either the Conference found it worth while to been getting a footing there as well as college, the third and fourth were spent half corner, where a tame snake is kept, and pet difficult to see why Canada should not be on between Germans and Americans for confifth and sixth almost entirely at practical dentist. If business is brisk you may be told, else the loss sustained by the carrying of the the aged negro President, said to the results of a practical examination extending engagements for the next three days." Not Canadian trader. The disadvantage to manu-privileges in Haytian ports, "We don't mind the important works in Japan, and they attribute their spacess to the combination of theory and a University was founded in Kioto (the former of engineering which is now well equipped both with staff and appliances, and which is doing swiftly collected and sold back to the merexcellent work from an educational point of chants.

These two colleges in the Imperial Universities of Tokyo and Kioto are the most important. institutions for the training of engineers in Japan, but many other colleges and schools have been started in various parts of the country for the purpose of training men for the subordinate engineering positions. Some of these have attained a high state of efficiency, especially the technical schools of Tokyo and Osaka. The corriculum of the Tokyo Technical School is divided into six sections - namely, dyeing and weaving, foundry work, applied chemistry, mechanics, electricity, and industrial designing, and the course of instruction in each section extends over three years. There is an apprentices' school in connexion with this institution for the instruction of artisans in metal work, wood work, and weaving. There are over 30 technical schools of different kinds in various parts of the country, and about 40 apprentices' schools, all under Government control and largely supported by it, besides a very large number of supplementary schools, in which the elements of an industrial training are given. These are of great importance, as they supply intelligent men to carry out the designs of those who have charge of the higher departments.

A study of the results of all this education would necessitate many details; but meantime only a few of the main features affecting the national economy can be mentioned. First in importance are the means of communication. The old roads of the country have been repaired and extended and new ones have been made, go out to him? but the importance of these has been dwarfed by the development of railways and shipping. In 1873 there were only 18 miles of railway in the country-namely, the short line between Yokohama and Tokyo. There are now over 5,000 miles in operation, and a considerable number under construction. The development of the mercantile marine of Japan is one of the most wonderful features in its recent progress. At the end of 1906 there were 2,081

steamers of a gross tonnege of 1,041,311, and 4.497 sailing vessels of a gross tonnage of 353,434, besides 21,920 sailing craft of various kinds of a gross tonuage of 2,605,478 koku. Lines of steamers now run, net only to all the more important ports in the Far East, but also to Europe, Americs. Australis, and Bombay. Rapid progress has been made in shipbuilding since the passing of the Shipbuilding Encouragement Law, and since the shipbuilding regulations came into operation in 1896. Prior to the operation of that law, vessels exceeding 1,000 tons were usually purchased from abroad, but under that law bounties are granted for the construction of iron and steel vessels of not less than 700 tons gross by any Japanese subject or commercial company (whose patners and shareholders are all Japanese subjects) that is engaged in shipbuilding. The encouragement given by the Government in this matter has been so great that at the ond of 1905 there were 216 private shipyards and 42 private docks in Japan. Merchant ships up to 7, 00 tons are now built in the private yards, while in the Government dockvards battleships of the Dreadnought size and type are now constructed. A good part of the iron and steel used in the construction has been imported from Britain, but now it is being obtained in considerable quantities from the steel found y at Wakamatsu, while another large steel works is being start d in the north of Japan with the

assistance of foreign capital and skill. Posts, telegraphs, and telephones have been introduced into all parts of the country, and Japan being a member of the International Postal Union, the service is carried on with great efficiency. Times Commercial Supple-

PARADOX OF PROHIBITION.

AMERICAN EXPERIENCE.

The perfervid advocates of compulsory total abstinence are ouriously reluctant to tell the public much of the experience of its effects proposal to rescind prohibition can be submitted remonably be supposed, is the paradise of tem. establishment of this college as one of the most hand of the most ardent political abstainer. Si important factors in the development of Japan | Thomas has just returned from a minute examination on the spot of the American pro-The history, of engineering education and of | hibition system, and he finds that it has proved illegally cannot be legally punished. It involves As for prohibition diminishing drunkenness

Bay no, and you are advised to go round the carry traffic at those rates, in which case it was Hayti. There has been a sharp contest

over a month; isoluding calculations, designs, long ago, in Portland, a parperhanger's shop, facturers of goods in Canada placed in competiand a theris, and some of the important doing a good trade without any diminution of tion with the manufacturer in the States was this will mean giving you our island too." Nord works which have been carried out in Japan had stock, was raided, and the rolls of paper obvious, as was also the harm that must ensue is a dignified old African, and despite his age, their origin in these designs. The students found to contain whisky bottles. At railway to Canadian trade generally. So far as Canadian were placed under the same conditions as they stations in a prohibition State it is common traffic was concerned there was no competition alert to be boodwinked by the tricky blacks. to ask a porter if he can oblige with glass from the United States. The only ports in At last the terms were agreed upon, and a Bill the use of their note and text books, as the of ice water. If the questioner looks all question were New York and Boston. In the granting the concession was drawn up, signed object of the examination was to ascertain right he is sent to the cloak-room. When former the inland rate was so much in excess of whether they were able to apply what they had he comes out he tips the porter the price of the the rate from the Canadian seaboard to Toronto ratification. country, simply reproduce what had been has ordered a case of beer from an ou side State only consideration was that of time, and even lawmakers did not approve of their President's crammed into their brains. The early students to be sent to his station for a fictitious name, of the college are now at the head of almost all | No one claims it, so it is sent to the cleak-room, and emptied in this way. In a prohibition State the class of men who in the country open practice which they obtained. Some years ago | cab doors and black boots become hawkers of | spirits, 'pocket pedlars' that is, pedlars of small capital of the country), which includes a college bottles. After a holiday a town or district fairly littered with empty flasks, which are

> " The police are, of course, relutant to arrow drunken people, as it exposes the prohibition principle. 'Drunks' are moved off to some quiet spot and left to lie there till they get sober. They are never charged unless they are a general nuisence by impeding traffic. Nevertheless, in one town the convictions for drunkenness per aunum amount almost to 25 per cent, of the number of the population, and in spite of fifty years of strenuous endeavour to enforce prohibition; mere drunken men are to be seen about than in any town in England. New Hampshire, by the way, after ten years experience of the sort of thing, has given up prohibition and returned to

£1,500 ROBBERY.

In the busiest part of Southampton, and in broad daylight, the docks branch of Lloyds Bank was robbed last month of £1,500 in notes

It is only a small branch, although transacting a lot of business with shipping firms. At the time of the robbery, it is understood, only one olerk was in charge.

During the afternoon a cab drove up to the bank with two well-dressed men, one of whom alighted and entered the premises. He informed the clerk that a gentleman striken with gout was outside in the cab, and

wished to change a draft. Would the clerk just during his absence the stranger slipped behind the counter and helped himself to the notes and

The clerk returned in a couple of minutes, and at once now how he had been tricked. He immediately communicated with the police, who lost no time in making inquiries, but the thieves but there were instances of contracts which had were to clever in covering up their tracks that so far they have not been traced.

EFFECT OF SHIPPING RINGS.

The Royal Commission on Shipping Bings heard Mr. Eston, of Mesers. T. Eston and Co., remarkable evidence as to the advantages given to the United States in comparison with Canada in the matter of freight charges for goods carried from and to this country. His firm, he said, shipped general merchandise to Toronto and Winnipeg. The ocean transport from this country by way of Mentreal in the summer and St. John, Halifax, and Portland in the winter was in the hands from Liverpool of a combinalion known as the Canadian North Atlantic. West-bound Conference, which, according to its later lists, comprised the Allan Line-from-Liverpool and Glasgow, the Canadian Pacific from Liverpool and Avonmonth, the Dominion Line from Liverpool and Avoumouth, the Manchester Livers from Manchester, and lines from Glasgow and Newcastle. Another group of the same Conference controlled the freight from London.

The action of the Conference throughout had been to force rates up. From the winter season of 1905 and 1906, in particular, the oceanproportion, which previously to that had stood at about 10s, per ton measurement, was raised to 12s. 6d., and at the present time on dry goods

The Chairman. Do you know any reason why the freights rose?-I should have put it down to the fact that there was no competition. And the price of coal at that time, had that anything to do with it ?- I do not know, but of course it has risen.

Outside transport, continued the witness, was available by way of Liverpool to Boston by the Cunard, the Leyland, and the White Star Line. The ocean rates by that route stood with the Conference rates for through Canadian similar notification to morrow. traffic. The steamers belouging to those lines . "It is stated that before he was executed case of direct sailings and 16 or 17 for vessels | day morning. colling at Antworp or Havre. The rates by 1 steamers sailing from Liverpool and London has been lodged in gaol. She was apprehended were now in most instances the same. In the pear the palace with 100 dols, in her possession, case of Liverpool it must be admitted that and she is accused of bribing the soldiers. The during the last few years some of the Conference lines had put ou faster and finer steamers, and that these steamers may cost more to run. Older and slower boats were still advertised, and it was anomalous that the same rates should be asked for a boat making the passage in days and for one making it in 10 or 11, or even as much as the 16 or 17 days alluded. In the North Atlantic Conference all outlets had been closed up. Competing lines, in particular one sailing from a north-east coast port, had been compelled to come in, as they would otherwise lave competition in the shape of faster and larger vessels to take away-their cargo. These bonts were good. but by reason of their geographical position were obliged to ask the same rates as the best and fastest steamers. Doubtless this meant the loss to them of all but local traffic.

caused by the advance in the ccean proportion. passions and remantic interest. The advance in ocean rates on Canadian traffic | The natives of the island having been extermeasurement. Tea was charged 25s. weight | Since then the island has been under the control

ed Boston the inland rates were the same, and having delayed it by tedious speeches as long on the question of ocean proportion the Con- as possible they resorted to the expedient of ference had successfully mausged, either by going home. Nord lowever, in the spirit of a arrangement or threats, to get the rates apply- dictator, sent his gunbout after the trusn's, ing to through Canadian traffic raised to an who were respectfully requested to return. As equality with their own. On the competition | the invitation was borne by soldiers the legislafor United States traffic the julind rates tors returned and the concession was duly from Boston, Montreal, St. John, and Port- granted. The concessionsires appear to have land were all the same, and doubtless if it were been supported by the officials at Washington. the wish of the Conference they would arrive at The Americans are now making a railroad a similar arrangement as to ocean rates as in lacross the island, if this traffic were not secured it would fall into of progressing the negro Republicans have gone the hands of German-owned lines. On the back to the lowest type of African barbarism. German trade should be exploited to the detri- Alexis pardoning all connected with it, some of lack of freight on the home voyage, whereas including the Acting Consul of Cap Haytien,

in the case of South Africa practically no ton- an Englishman named George Bennett, and nage could be obtained in quantities sufficient others. to form a carge. Then every increase in shillings extra freight would mean the loss of savagery. an order to a British trader. A combination of this kind had great opportunities of hampering British trade with t anada, and showed distinct advantage to the United States. Tariffs and classifications were not issued, generally speaking, to shippers, and there was no doubt that

given to agents. By Mr. Henderson-If there were no Con-The clerk, suspecting nothing, did so, and ferences the shippers would certainly be better Do you think that Conferences should be made

illegal?-Yes. Mr. Sanderson, in regard to the cutting of rates, said it was found that the rebate system was becoming a perfect curse, and was dropped, not expired, and no doubt there was an advantage obtained by a me for a few weeks

THE TROUBLE IN HAYT!.

We clip the following references to the recent events in the Republic of Hayti, Quite recently President Alexis succeeded in suppressing a revolution in favour of General Firmin, who is at present in exile. The President, with unheard of magnanimity, pardoned the conspirators. This pardon his newly appointed War Minister interpreted in

his own fashion. New York, March 16th. The "Herald" publishes the following telegram of yesterday's date from Port au Prince

(Hayti): "A reich of terror has been inaugurated here. Horace Coicov, artist, Pierre Louis Coicou, pharmeciat' and Masillon Coicou, author, all brothers, Felix Salnave, General Alluption, Casimir Merove, the father-in-law of the Chief of Police. Merove's sop, Dr. Lamothe, Pau St. Fort, and two other persons, all of whom are alleged to have been concerned in a conspiracy, were taken out of their homes between 3 and 4 this morning and summarily shot. It is rumoured that a number of other individuals Lave also-been executed.

"This is the first act of the newly-appointed Minister of the Laterion, General Villar d'Ouhin Leconte, whose tendencies are entirely opposite to the conciliatory attitude of M. Marcelin, the Foreign Minister, and M. Borno, the new Minister of State.

"The greatest excitement prevails among the foreigners, who are waiting for a warship, and there are many refugees in the German and French I gations. The German Minister has hurriedly asked for a wership to be sent.

" M. Borno has informed the French Minister that an awful conspiracy against the Government originating in the Consulates has been discovered, and that it is impossible to continue at one time at 84. These rates advanced, though the negotiations for embarking the refugees. until the winter season 1907 and 19 8 they M. Borno also demanded that the Minister were still below the rates in operation should hand over all the refugees in the French to Canadian ports. They were now identical Legation. The German Minister will receive a

from the Lendon Conference were smaller and Masillon Coicon denounced as his accomplice slower than the yessels sailing from Liverpool, Majors Leon Carraque and Miffords, Captain -and-they were more specially designed for cargo | Dambreuville, and Lieutenants Jolibois and purposes. The time occupied in making the Laroche. These have been tried by courtvoyage would range from nineor ten days in the martial, and will probably be executed on Mon-

The wife of one of the men who were show police claim to, have discovered rifles which Masillon Coicou deposited at the home of his sister.

"The Government declares that it has captured correspondence between General Firmin and some conspirators, all originating from the French Legation.

"The French orniser D'Estrees is proceeding. to Gonaives, where it is feared that an attackon the French Consulate and the seizure of the refugees is imminent.' In answer to Sir Gilbert Parker in House of Commons, Mr. Asquith stated that

orders had been sent to dispatch the British enough where speed was not an important factor, armoured cruiser Crassy, 12,000 tone, and the Indefatigable, 2,000 tons, to protect British interests in Hayti. Hayti, a negro Republic, and an independent State, is, after Cubs, the largest of the West

In 1903 the average cost of shiping 40 cubic Indian Islands. It is always in an almost feet of any goods to Toronto was 241, as against obronic state of disturbance and insurrection, 28s. 9d. in 1907, and this increase was solely and the story of the island is one full of tragic

had not been coupled with a parallel movement minated by the Spaniards, the place became for the United States traffic carried by the filled with the negro slaves, who were introduced Conference lines. Dry goods to any port in as early as 1505. French and other maranders Canada other than Montreal were charged 15s. took possession of the island which was ceded to measurement, while if for a Western United France in 1697. Under the French regime feathers 11s. measurement, as against 7s. 6d. extermination of the once dominant Europeaus,

That snake, of course, has seen the such a favourable basis as the United States, or cessions and special privileges. Nord Alexis, work. The diplomas were awarded on the Yes, the snake's in, but he's full up with United States cargo was being paid for by the Americans who wanted to secure exclusive

Then come quite a Gilbertian scene. The

the case of Canadian traffic. The Conference | Official peculation, judicial murder, and corwere prepared to take a lower occan proportion raption of every kind underlie the forms and for traffic from Germany, which they attracted titles of civilised government in Hayti. The by way of Liverpool, by offering rates of from religion, nominally Christian, is largely 11s. to 11s. 9d. measurement, as against los. for Vandoux or serpent worship, in which canniba-British-Canadian traffic. It might be said that lism is even now an important element. Instead

other hand it must be worth their while to carry A revolution in Hayti favouring General at lower rates, and it was obviously unfair that Firmin was only recently suppressed, Nord ment of the British manufacturer merchant, whom had taken refuge at the American Con-Canada's position was totally different from sulate at Port de la Paix. Orders were, howthat of other British Colonies, as there was no ever, given for the expulsion of six Frenchmen,

The backward state of the country may be freight placed British goods at a greater dis- easily imagined. The enlightenment of a cenadvantage, at the same time giving a corre- tury ago, such as the luxurious French planters sponding advance to American manufactured gave the island, has been 11 tted out. Everygoods. There were no lustances in which a few where the traveller is now feminded of primeval

French nuns and frings, mostly from Brittany, have school in the villages, but the masses are in a state of complete ignorance, and there is an utter lack of public spirit. There are no highways, and the system of government altogether

out rates were quoted and that commission was During the celebration of the 100th anniversary of independence petitions were sent to President Nord asking him to start a massacre of the whites as a fitting patriotic memento of the occasion.

HOW TO BE BRAUTIFUL-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a ifetime. A. S. Watson & Co., Ltd., Sole Agents

A TRIAL ORDER FOR THE FOLLOWING BRANDS OF HIGH GRADE "LA COMERCIAL" MANILA CIGARS

WOULD UNDOUBTEDLY RESULT IN REPEAT ORDERS.

QUALITY, CONDITION, AND PRICE CANNOT BE BEATEN.

IMPERIALES, ESTRELLAS, (Cheeroots)

PERFECTOS, LONDRES, PRINCESAS,

REINA VICTORIAS. COSTADO DELICIOSOS REGALIAS,

DEPOT:-

TELEPHONE No. 195

& CO., LTD. H. PRICE

WINE, SPIRIT & CIGAR MERCHANTS. 12, QUEEN'S ROAD CENTRAL.

Hengkong, 15th April, 1908.

THE DEAR COAL BILL.

RAILWAY AND SHIPPING COMPANIES PROTEST.

Sir Charles Scotter, the chairman of the London and South-Western Railway, introduced to Mr. Gladstone at the Home Office an influential deputation from the Shipping Federation and the railway companies to protest against the Mines (Eight Hours) Bill. Sir Charles said that if the Bill were passed there would be a serious diminution in the

output of coal, which authorities estimated variously at from 25,000,000 to 30,000,000 tons. This lessened output would mean an increased price of at least eighteenpence a ton and possibly two shillings. This would be a serious loss to the railway companies, who had a dual interest in the matter as carriers and consumers. The railway companies consumed 16,101,000 tons of coal last year, and if the rise in price were only one shilling a ton, it would cost them

£805,050 a year. They would have to pay also more for pig iron and rails. Sir Charles Renshaw, the chairman of the Caledonian Railway, said that his company's coal bill had risen from £151,000 in 1898 to £360,000 lest year, in consequence of the increase in the price of coal from 4s. 9d, to more than 9s. 5d. a ton. This increase meant a loss of 1.

per cent, in dividend to the shareholders. Black as was the case of the railways, that of the shipowners was blacker still Sir Alfred Jones said that whereas the railways had only home competition to contend with the shipowners had to compete with the

world.—An extra charge of a shilling or eigh conpence a ton for coal would cost the Cunard Company more than £100,000 a year, and his own undertaking £75,000. If the Bill further increased the cost of coal, he said, the ship owners could no longer stand

it, and would become bankrupt. Mr. Gladetone said that the deputation and he were agreed on one point. If the Bill produced a material and permanent increase in the price of coal it would be most injurious, not only. to trade but to the general well-being.

"The question is," he said, "will a certain limitation of the hours of labour in mines produce such an increase in prices as will have this result? So far as I am concerned. I would not be a party to any legislation which in my judgment would have so dispatrons an effect as to bring up the price of coal permanently, and thus be injurious to the general interests of the

"I am prepared to maintain that the Bill as it stands will not produce anything like the limitation which has been mentioned, or cause an increase of price to anything like the extent of eighteenpence or two shillings a ton.

"While I repudiate what I respectfully think are exaggerated estimates of the probab e effect of the Bill, yet I admit that the effect of the Bill as it s ands must inevitably be to curiail the output; secondly, there must be some rise. in price or some equivalent to price in a falling market. From the first I have drawn attention | o'clock sharp, both wearing their uniforms, to this. From the very outset I said that the Covernment were not in possession of any in-other, but forthwith took the places indicated formation which would justify them in forming by their seconds. These gentlemen, having an opinion on the probable economic working of the Eight Hours Bill, and that it was the duy of Parliament, as well as of the country, firing. to coutinise very closely the probable effects of any legislation on these lines.

"The question of limitation of hours is national one," he concluded, "and the Government will look at it from that point of view." that at a private meeting of colliery owners in London it was decided that should the Mines | thrice. (Eight Hours) Bill become law the price of coal would be advanced eighteen-pecce per ton, and. that all contracts would be made on this basis.

LADIES WATCH A DUEL.

FORT ARTHUR GENERALS ENCOUNTER.

St. Petersburg, March 18th. General Smirnoff, the one prominent leader with honour by the court-martial on the siege | challenged to a fresh duel by another Port in the Port Arthur garrison who was acquitted and surrender of the fortress, has fallen in a duel at the hand of General Fock, whom he had described as General Stoessel's "evil genius," an officer who was reprimanded by the court-

martial for "want of discipline." On the day of enreender General Smirnoff spoke strongly for fighting on against the Japanese, but was overraled by General Stoessel and his advisers. When challenged last Saturday by General Fock he answered publicly that he was opposed on principle to fighting duels. but would set as the Minister of War directed. They decided that the duel should be fought, with pistols at fifteen paces, as General Fock

The bitter mutual antipathy of the two generals dated back to the early days of the

General Emirnoff was a brave regimental leader, who wished to go on making frontal Borties, and he complained that General Fock, a scientific soldier, took a pessimistic view everything proposed, and demorslised General Stoessel and the spirit of the defence.

The Ministry of War having decided that General Smirnoff should accept General Fock's challenge, a duel between them was fought at ten o'clook to-day in the Riding School of the

Hors, Guards. The arrangement resembled rather a public entertainment than a life-and death issue. There were present, besides the seconds and doctors, stretcher-bearers with stretchers, dressings, and antiseptics, and also several officers of the Horse Guards. Even some ladies were given places in the gallery!

Among the seconds was the well-known leader of the extreme Right in the Dums, M. Purishkevitch, who attended General Smirnoff. The conditions were pistols at fifteen pices, and that firing should continue till blood was drawn.

Suffered Incessantly for a Year-They were Very Large and Pain was Dreadful - Could Hardly Bear Clothing-Health Much Impaired.

WAS ABSOLUTELY CURED BY CUTICURA REMEDIES

"I have to thank Cuticura Reme-

dies for completely curing me of one of the worst attacks of boils it is possible to imagine. I suffered from boils incessantly for a year, and I was so unsuccessful in trying remedy after remedy that I began to despair of ever getting my system clear of this distressing ailment. My shoulder and back were principally affected. Any one who has had a single boil knows how dreadfully painful boils are, so it will be evident how much I suffered when I tell you that I had four large They would be a long time coming up and so very painful all the time that I could hardly-bear-my clothes They were very large, one on my back extending to the size of a fiveshilling piece, while the smallest was as big as a sixpence. My health suffered much as the result of the attack and I got into a very run-down condition. After I had tried other means without any benefit. I read of a cure by Cuticura, and though I had not much faith, thought I could not do any harm in trying Cuticura Soap. So I bought a tablet and after I had washed the affected parts a few times I noticed such a great improvement that I decided I could not do better than try the whole Cuticura Treatment. I got the Cuticura Soap, Ointment, and Pills. and my progress from that time was truly wonderful. A great change for the better took place almost immediately and now, well within three months from when I started with the Scap, I Cuticura Remedies have got the disease right out of my system. I am extremely grateful for the great benefit nestly to recommend Cuticura Remedies shall never be without Cuticura Soap. Mrs. E. J. Chapman, 9, Union Square, New Kent Road, London, S. E., July 15, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Cuticuts Remodies are sold throughout the world.

A Single Set often Cures. Depois: London, 27,
Charterhouse Sq.: Paris, 5. Rue de la Paix;
Australia, R. Towns & Co., Sydney; Bouth Africa,
Lennon, Ltd., Cape Town, etc.; U. S. A., Potter
Drug & Chem. Corp., Bole Props., Boston...

The adversaries entered the arena at teu orders, and medals. They did not salute each examined the pistols, handed them to the duellists, withdrew, and gave the sign to commence

For a moment the adversaries, both very serious and very pale, remained motionless. looking each other in the eyes. Then the report of General Fock's pistel broke the death-like stillness, the bullet piercing General Smirnoff s The 'Birmingham Daily Mail" announces | coat. Fresh bullets followed quickly, General Fock firing four times and General Smirnoff

> General Fook's fourth hit General Smirnoff, who bent forward groaning slightly. Blood was seen to trickle from his right hip. The seconds signalled to the generals to stop firing. General Smirnoff was carried on a stretcher to the Horse Guards' Hespital, where his wound was examined by the surge ins. The bullet had not struck a tone, but lodged rather deeply. The wound was dressed without attempting to extract it. The latest information is that the wound is not expected to prove fatal. Tomorrow it will be examined by Rontgenrays, and an attempt made to extract the bullet.

General Fook is reported to have been challenge will also be examined by the Ministry

TOSELLI ROMANCE.

EX-CROWN PRINCESS OF SAXONY BAID TO BIG ANKIOUS FOR A DIVORCE.

Private advices from Florence state that disputes have arisen between Signor Toselli and his wife, who was formerly Countess Montignoso, the ex-Crown Princess of Saxony. Mme. I oselli is said to thoroughly regret the marriage (which, it will be recalled took place at the Strand Registry Office in London), and to be determined to obtain a divorce in order that she may marry the latest object of her affections—a young author, says the Berlin, correspondent of the "Express."

According to the "Berliner Zeitung," tha quarrels between the Tosellis began soon after the wedding, and frequently assumed a violent form, which developed into serious soundals. It is now understood that a separation will

take place shortly, to be followed by a complete One of the causes of the matrimonial quarrels was the recent | scandal at Warsaw. Almost immediately after his marriage Signor Toselli

sign d a contract to give a concert at Warsaw. part of the agreement being that his wife should appear by his side on the platform. Mme. Toselli refused to go to Warsaw. however, and when Signor Toselli appeared

alone he was loudly hooted and mobbed by the disappointed audience. Signor Toselli returned home and upbraided his wife for leaving him in the lurch and exposing him to public insults as well as serious financial loss for breach of

Orange."

THE MANAGES. Advertisements and Subscriptions which are no erdered for a fixed period will be continued until FROM

countermanded. Orders for entra copies of DAILY PRISS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sup-

plied for Cash.

NEW ADVERTISEMENTS

KOWLOON BOWLING GREEN CLUB. FINE OPENING DAY of the Season will

be held on SATURDAY, April 18th, at Various Competitions to be played, also Prizes presented.

The Band of the 13th Rajputs will be in Members and their friends cordially invited

to be present. P. H. NYE. Hon. Secre ary. Hongkong, 16th April, 1908. LUSITANO ATHLETIC SPORTS.

TINDER the Distingui-hed Patronage His Excellency Sir FREDERICK J. D. LUGARD, K.C.M.G., CB, D.S.O. The Committee have much pleasure inviting the Ladies and Gentlemen of the Colony to their Sports, at the Race Course (by permission of the Hongsong Jockey Club) on EASTER MONDAY, commoncing at 2 P.M.

There will be two open events: Half-a mile, Scratch Race, Open to European Soldiers, Sailors and Poice. 4.P.M. 220 yards Championship, Open to all BONA FIDE Amateurs in the Colony under the

rules of the A A A 4 10 P M. By courtery of the Management, there will be Special Tram Cars. C. de M. C. VIEIRA RIBEIRO,

Hon, Ferretary.



Hongkong, 16th April, 1908.

TT IS HEREBY NOTIFIED that MEETING of His Majesty's Justices OF THE PRACE will be held at the MAGISTRACY. at 2.15 P.M., on MONDAY, the 27th April, 1908, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898)

To transfer from one L. M. LOBO to JOHN ELVIN BARKER the Publican Licence to sell by retail intoxicating liquors on premises numbered 148 and 150, Queen's Road Central, and 99 and 101, Wellington Street, under the sign of "THE STAGE

J. H. KEMP. Police Magistrate. Hongkong, 16th April, 1908

"SHIRE" LINE OF STEAMERS LIMITED,

FOR LONDON, ANTWERP and HAMBURG.

CHIHE Steamship

"DENBIGHSHIRE," will be despatched for the above Ports on or about the 15th May, 1908. For Freight or Passage, apply to-SHEWAN, TOMES & Co.,

Hongkong, 16th April, 1908.

NOTICE TO CONSIGNEES.

INRE P. & O. S. N. Co.'s Steamer "JAPAN.'

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named

cessel are hereby informed that their goods are being landed and placed AT THEIR EISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless

instructions are given to the contrary within 6 hours. Goods not cleared by the 19th inst., at

4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ton days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT. Acting Superintendent. Hongkong, 13th April, 1903.

NOTICE TO CONSIGNEES.

FIRE P. & O. S. N. Co.'s Steamer. "OCEANA"

FROM BOMBAY, COLOMBO AND STRAITS. Consiguees of Cargo by the above-named

vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark. and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :-

From London, &c., ex s.s. India. From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless instructions are given to the contrary before

6 hours. Goods not cleared by the 23nd inst., at 4 P.M.,

will be subject to rent. No Fire Insurance will be effected by me in uny case whatever.

Damaged packages must be left in the Go. downs for examination by the Consignees and the Company's representatives at an appointed bour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have

eft the Godowns. F. J. ABBOTT. Acting Superintendent Hongkong, 15th April, 1908.

NEW ADVERTISEMENT

SHIRE" LINE OF STEAMERS, LTD. NOTICE TO CONSIGNEES.

MIDDLESBORO', ANTWERP, LONDON AND STRAITS.

THE Steamship

'DENBIGHSHIRE.' Captain Huff, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst, will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st inst. No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.; Agents. Hong kong, 15th April, 1208

INTIMATIONS

BANK HOLIDAYS.

N Accordance with the Provisions of Ordinance No 6 of 1875 the EX-CHANGE BANKS wil be CLOSED for Transaction of Public Business TO-MORROW (GOOD FRIDAY) & EASTER Hongkong, 11th April, 1918.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NTOTICE IS HERERY GIVEN that IN FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER . ONDAY, the 17th and 20th inst., respectively.

By Order, _A. R.\LOWE, Secretary. Hongkong, 14th April, 1968.

NOTICE.

W. ELLY & WALSH, LTD, bave been appointed S ILE AGENTS for Hong. kong for "THE DADE" LOOSE LEAF ACCOUNT BOOKS. Specimens may be seen and the system fully explained at their office. Hough ing, 10th April, 1908.



PUBLIC WORKS DEPARTMENT. TT IS HEREBY NOTIFIED that TEN-

DERS will be received at the COLONIAL SECRETARY'S UFFICE until Noon of SATUR. DAY, the 30th MAY, 1908, for the PUR. CHASE of the following PLANT which can be seen at the Government Waterworks Pamp. ing Station, Yaumati, Kowloon :-4.—TWO SETS ENGINES & PUMPS

Type: Triple Expansion Worthington Duplex Engines fitted to double acting Cylinders, 6"-9"-14"/10" stroke.

Condensers, surface. Pump Capacity, 3.37 gallons per complete Btroke. Pump Lift, 220 feet net.

B.-ONE BOILER. Type: Vertical Beeley Field tube. Overall dimensions 9' 8' high by 4' 7" diameter. Working Pressure, 90 lbs. per square inch. The whole complete with copper steam pipes | GREEN ISLAND CEMENT CO., LTD. and brass fittings to be sold as they s and, and to be removed by the purchaser.

The plant will be sold either in one lot or in three lots:-

Lor 2 .- One Engine with condenser and pumps as above. Lor 3.—One Boiler together with downtake pipe to Boiler house floor, all mountings complete. Also a donkey feed pump, feed tanks and steam pipe up to the engine branches but not including

For full particulars apply to the Public Works Department, The Government does not bind itself to accept the highest or any tender.

W. CHATHAM, Director of Public Works. Hongkong, 10th April, 1908.

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BARTHDAY and POSTCARD ALBUMS. Mechanical Animals, Art Relief Novelties,

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

All other Philatelio Goods

CALL AT-GRACA & CO. Hongkong Hotel Corridor, Hongkong, 1st January, 1908.

SINGON & CO.

TRON, STEEL, METAL and HARD. WARE MERCHANTS, Wholesale and Relail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeers and Shipchandlers, 35 & 37, Hing LOOM 3 STREET, (2nd Street, west of Centra M trket) Telephone No. 515.



CHAIRS, TABLES, SETTEES & BAMBOO BLINDS. MATTINGS in all colours on Sale.

All Orders receive prompt attention. 591, QUEEN'S ROAD CENTRAL. HONGKONG. Hongkong, 20th February, 1908.

INTIMATIONS

HONGKONG CLUB.

NOTICE. THE TWENTY SECOND YEARLY GENERAL MECTING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.15 P.M.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908,

HONGKONG CLUB. NOTICE.

N EXTRAORDINARY GENERAL A MEETING of the Members of the Hongkong Club will be held in the Club louse on WEDNESDAY, the 22nd April. 1908, at 5.30 P.M. for the purpose set forth in the Notice posted in the Hall of the Club.

C. H. GRACE, Secretary. Hongkong, 9th April, 1908.

By Order.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATUR-DAY, the 25th April, at 12.30 P.M., at Offices of the Jockey Club, on the ground floor of the Hongkong Club Aunexe, Chater Road. By Order T. F. HOUGH,

... Clerk of the Course. Hongkong, 11th April, 1908.

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

NYOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings Hongkong, on THURSDAY, the 23rd April, 19 8, at Noon, for the purpose of Hongkong of good standing. receiving the Report of the Directors together with the Statements of Account to 31st December, 1917, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd Ap il, both days inclusive.

By Order of the Board. C. MONTAGUE EDE. Secretary. Hongkong, 27th March, 1908.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NTOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office No. 2. Queen's Buildings, Hougkong, on THURSDAY, the 23rd April, 1908, 12.30 P.M. for the purpose of receiving the gainst FIRE at Current Rates. Report of the Directors, together with Statements of Account to the 31st December, 1907. and of declaring Dividends. The TRANSFER BOOKS of the Company

will be CLOSED from the 9 h April to the 23rd April, both days inclusive. By Order of the Board of Directors, C. MONTAGUE EDE,

Secretary. Hongkong, 27th March, 1908.

THE NINETEENTH ORDINARY ANNUAL MEET NG of Shareholders in the Company will be held in the Office of the LOT 1, Che Engine with condenser and General Managers, St. George's Building. pumps and delivery pipes up to, and Victoria, on SATURDAY, 25th April, 1908, including the non-return valve and the at 11 o'clock A.M. for the purpose of receiving supporting pillar. No suction pipes are a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Divident and electing Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th

April, until SATURDAY, 25th April, both days inclusive. SHEWAN, TOMES & CO., General Managers. Hongkong, 11th April, 1908.

THE HONGKONG ELECTRIC CO., LD.

NYOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETIN; of the Shareholders will be held at the Company's Offices, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February. 1908, and electing Directors and Anditors. The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May. both days inclusive.

By Order of the Board of Directors. GIBB. LIVINGSTON & CO., Agenta

Hengkong, 14th April, 1908.

CANTON INSURANCE OFFICE, LTD. NOTICE.

NOTICE IS HEREBY GIVEN that SURIP CERTIFICATE No. 641, issued 18th August, 1832, for 10 Shares numbered 8912/3921 in the above Office standing in the name of CHARLES JAMES BOLTON, Esq. of Shanghai, has been LOST, and should the same not be produced before the 23rd inst., a New Scrip Certificate will be issued to the said CHARLES JAMES BOLTON. Esq and no transaction taking place under the said Scrip Certificate No. 641 will be recognised by the Office.

JARDINE, MATHESON & CO., LTD., General Agents Canton Insurance Office, Ltd. Hongkong, 9th April, 1908.

NOTICE TO KOWLOON RESIDENTS TATRA COPIES of Daily Press are on LA sale daily at the following stores:-KOWLOON BOOK STALL, Forry Wharf. Messra, H. RUTTONJEE & SONS, Kowloon Store, No. 36, Elgin Road. Mesers. HUNG CHEUNG, Elgin Road. Mr. Atl YAU, Hongkong Ferry Wharf Stall | 114

NOTICES OF FIRMS

NOTICE.

B. SIDNEY MICHAEL is authorised IVE to SIGN the Name of our Firm, per procuration from This Date. J. R. MICHAEL & CO. Hongkong, 15th April, 1908, 717

NOTICE. THE Interest and Responsibility of Mr. L JAMES ORANGE in our Firm CEASED This Day. LEIGH & ORANGE Hongkong, 31st March, 1908.

NOTICE. MAR. ALBERT EDWIN GRIFFIN. JVI. Assoc. M. Inst. C. E., is from May 1st. 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore. under the style of "Leigh &

LEIGH & ORANGE Hongkong, 31st March, 1908.

WANTED

ON H.M. SERVICE. A ANTED ASSISTANT DRAUGHTS-MAN, an experienced, quick, neat tracer. Apply to the CHIEF CONSTRUCTOR. H.M. NAVAL YARD. Hengkong, 11th April 1908.

WANTED.

INXPERIENCED SHORTHAND RE. PORTER also competent PROOF READER required for a leading newspaper in China. Good salary and agreement. Box 112, Replies to Care of "Daily Press" Office.

Hongkong, 18th April, 1908.

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TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY TOTAL FUNDS AT SIST DROMMBUB, 190 £17,337,119.

AUTHORISED CAPITAL... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL 687,500 0

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS SHEWAN, TOMES & CO. Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Utilifient Eates. CARLOWITZ & Co.

AACIEN AND MUNICH FIRE IN. SURANCE CO. OF AIX LA-CHAPELLE.

Hongkong, 18th August 1906.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Hongkong, 21st April, 1897,

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 83, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

CIEN TING. SURGEON DENTIST. No. 10, D'AGUILAR STREET TERMS VERY MODERATE.

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GOSH -KAISHA (MITSU BISHI CO.)

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BRANCH ORPICES :-NAGASAKI, MOJI, KOBE, KARATSU SHANGHAL, HONGKONG, & HANKOW. AGENCIES;

YOKOHAMA: M. ASADA, Eng. CHINKIANG : Meesre. GEARING & Co. MANILA: Messrs. MACONDRAY & Co. SOLE PROPRIETORS of Takashima. Ochi, Namazuta, Shinney, and Hojo Collieries

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Sole Agents for MIYAO and KISHIDAKE

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THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... #1,500,000 PAID UP Reserve Fund BANKERS' LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Daily balance. ON FIXED EEPOSITS: For 12 months per cant, For 81 per cent

... 21 per cent. EVAN ORMISTON Manager. Hongkong, 30th April, 1907.

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CAPITAL PAID-UP Yen 24,000,000 HEAD OFFICE - YOROHAMA.

BRANCHES AND AGENCIES. Nagasaki London New York San Francisco Honolulu Bombay Shanghai Hankow Chefoo Tientsin Peking ' Newchwang Dalny Port Arthur Antung Lioyang Mukden Chang Chun

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for 12 months 5% per annum

TAKEO TAKAMICHI, Manager. Hongkoug, 24th March 1908: ATEDERLANDSCHE HANDEL. MAATSCHAPPIJ.

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ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (#3,750,000) RESERVE FUND ... FL. 5,378,375 ,2448,000)

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BOARD OF DIRECTORS, BURLIN, BRANCHES : Berlin, Hamburg, Calcutta, Hankow Tientalo, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

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[MOORPORATED BY ROYAL CHARTER, 1858.

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JOHN ARMSTRONG. Manager, Hongkong, 7th January, 1908,

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CHARTER

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BEANCHES AND AGENCIES: Kobe Tainan Nagasaki Tamad Foochow Osaka : Tokio Keelung Yokohama Swatow

HONGKONG OFFICE: DES VOIUX ROAD. Interest allowed on Current Account Deposits received on terms which may be on application.

D. TOHDOW, Manager, Hongkong, 5th April, 1907.

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CAPITAL PAID UP Gold \$3,250,000, = about Mex. \$7,222,222 RESERVE FUND ... Gold \$3,250,000 = about Mex. 87,222,222 HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

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PAID-UP CAPITAL 215,000,000

\$28,500,**000**

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RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. Hon: Mr. Hunry Kuswick,-Chairman. E. Gonze, Esq.—Deputy Chairman E. G. Barrett, Esq. | E. Shellim, Esq G. Friesland, Esq. R. Shewan, Esq.

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C. WOLDRINGE, Manager. No. 16, Des V. ux Boad Central.

Hongkong, lat April, 1908.

THE UNION OF LONDON AND SMITHS BANK, H. A. W. Slade, Esq. H. E. Tomkins, Esq. CHIEF MANAGER Hongkong-J. R. M. SMITH MANAGER Shanghai-H. E. R. HUNTER LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per out per Annum on the daily balance. On Fixed Deposits. For 3 months, 21 per cent. per Annum. For 6 months, 31 per cent. per Annum. For 12 months, 4 per cent per Annam. J. R. M. SMITH. Chief Manager. Hongkong, 27th March, 19(8 HONGKONG SAVINGS BANK HE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-Founded by the following Banks and FION. Rules may be obtained on application. INTEREST on deposits is allowed at 84 Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shangha. BANKING COEFORATION, J. R. M. SMITH. Chief Manager. Hongkong, 12th January 1907.

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NE FOUR ROOMED HOUSE at Praya East, near East Point. Apply to— JARDINE, MATHESON & Co., LTD. Hongkong, 23rd March, 1908.

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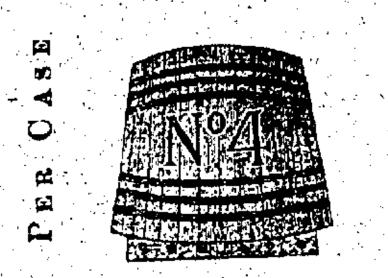
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RUSSIA AND THE FAR EAST.

A GREAT BAILWAY SCHEME. The Russian Government has asked the Duma to consent to the construction of a railway from Merchinsk, in Trans-baikalia, along the northern bank of the Amur to Khabarovek. The idea is, of course, hot a new out; it formed part of the original plan of the Trans-Siberia line which was abandoned in favour of the diversion into Manchuria. After the war demonstrated the insecurity of the position Manchuria the idea of a railway along the Amur was revived. The Government ande a superficial examination of the proposed route and introduced into the Second Duma a Bill for the construction of the line. The Second Duma was dissolved before it had had time consider the question, but immediate after the dissolution the Cabinot an authorisation from the Emperor to continue the survey of the route and to begin constructing the first scotion of the line. Inaccordance with the provision of the Fundamontal, Laws requiring that measures enacted by the Government while the Dunk is not sitting must by submitted to the Dama for approval the Ministry of Ways and Communications has now already taken, and at the same time to give its consent to the whole scheme. The question is still under consideration in various committees, but the approval of the majority is guaranteed. The Duma will adopt the scheme, and, if the money can be found and no unexpected hindrance arises, the Amur Railway will be constructed. Yet the enterpiise is one which will involve an ecormons expenditure of money and labour, and enterprise in which no Government or Parliament fully conscious of its responsibility would engoge without a very thorough consideration of all the issues involved.

THE LOCAL CONDITIONS. The distance from Nerchinsk to Khabarovsk along the Amur is fourteen hundred miles, which is about the distance from St. P terburg Odessa, or, as the bird flies, from Landon to Naples. The country to be traversel, mountainous, and as the soil is preparently frozen at a depth of about three feet the work of excavation can only be carried out very slowly. The number of inhabitants in the Amur region is at present about 190,000, the majority of whom live in settlements along the river bank, and in the district between the Z ya and Bruya, tributaries of the Amur, near Blagoveshobensk. Whether or not the region is adapted for colonisation on a large scale is a point on which there is great dispute. The average annual temperature is 2 leg. R. (26d-g. F.) and wheat and rye, it is said cannot be grown in sufficient quantities to cover the cost of production. Sharp frosts in spring may kill the growing corn, and torrential rains in summer may wash out of it all vitality. One botanist has declared that agriculture on an extensive scale is cut of the question in the Amur region until a variety of rice can be discovered hardly enough to endure the climate. Whatever the latent resources of the region may be, however, it seems hard to believe that peasants from European Russia with their primitive methods of cuttivation will be able to colonise successfully the swamps and forest country of the inhospitable Amur region. Men for whom it is an absolute necessity that the soi they till should yield a crop in the first your are hardly in a position to develop the resources of region in which they our only expect a crop after three or four years of labour. The analogy of Malitoba about which passimists used to say very much the kind of thing that is now being said about the climate and resources of the Amur. region and in which Dukbebors, Russian peasants, are now prospering exceedingly, compot be said to hold good. For one thing the conditions of settlement in Manitobs are such as the Russian Government could not by expected to provide in the Amur region for very many years to come; and, at any rate, the possibility that at some time the region may prove fitted for colonisation does not justily the construction of fourteen hundred miles of railway at a cost of at least £40,000,000 at present moment when there are so many other. things that obviously very badly want doing nearer the centre.

The Government is now urging that the Amur region is emineutly adapted for colonisation. In this connection it is not out of place to quote an efficial document drawn up twelve years ago, when the question of the Manchurian Railway was under discussion, . " In regard to the question of the construction of a railway along the left bank of the Amur," says the doument, "it must be affirmed that construction of such a line would be a wholly u justifiable luxury. The climate of the region through which the line must pass is one of ratreme severity; frozen soil is met with at a very short distance from the bank of the Amur. The Amur and its tributaries frequently overflow their banks in the course of the summer and ouse floods. The population is extremely sparse, and the construction of a line parallel with a splendid full-flowing waterway which entirely satisfies loo I needs would inevitably bring about a competition between the two ways, and the development of independent navigation on the Amur is absolutely necessary from the standpoint of Imperial as well as of local interests. All these considerations taken as a whole seemed to us so serious and so important that when the possibility presented itself of running a line through Chinese territory it was decided to build it along the right bank of the Amur. There was the greater justification for this course as the latter line, being 800 versts shorter, would be sure of getting freights, and, tapping as it would the fertile valley of the Eungari, it would provide an outlet for the corn the Amur region needs Moreover, it passes through a more fruitful and far more thickly populated region lying 500 versts farther south than the left bank line and possessing a splendid climate. This line connecting Viadivostok with European Russia would subject to Russian influence the whole of Manchuria with the p saible exception of the extreme southern part which borders on the Pacific."

A STRATEGIC RAILWAY disparagement. It passes lightly now over the question of the frozen soil; it does not note the fact that the population along the Amur lives chiefly on imported American even. The severe climate is apparently no longer to be considered as a serious drawback. But it is probably not necessary to take the reason of the Ministry of Ways and Communications very seriously in either case, for the real object of the Amur. scheme, like that of the Manchurian schemer, is obviously not one that can be stated with clearcut precision in official reports. The Amur Railwas is to be prim rily and perhaps for a long. time to come exclusively—a strategic railway. The Manchurian Railway will continue to be the main artery of traffic, and the Amur Railway, while supplying modest local needs and promoting to the slight extent that is possible the dev lopment of colonisation, will serve chiefly as a means for maintaining Russian military power in the regions near the Pacific

The question that is now being asked with great insistency is: "Is such a strategical line ! absolutely necessary, and may its construction not prove to be the prelude to a new Far Eastern adventure?" In spite of her defeat Russia still retains practically undisturbed possession of the Mancharian Railway down to a point no for from Kirin; By the provisions of the Portsmouth Treaty the strength of the force gnarding the line is imited to fif een men per kilomètre, so that the number of troops along the Russian section of the line is now under 30,000. But though Article VII. of the Ports mouth Treaty forbids the employment of the Manchurian Railway for strategic purposes there is nothing to prevent the Russians from stati ning armies of 100,000 men in Transbalkalia and the Marine region, ready on the outbreak of war to converge along the line and keep communication clear to Vladivostok. The fact that the Manchurian Railway passes through Chinese while the Amur Railway would pass through Russian territory is not of essential importance. The horthern districts of Manchurin along the Amur, which before the war the Chinese left almost uninhabited, as though desiring to keep thems ives at a safe distance from the Russians, are now being rapidly solded by large parties of colonists from the south, The proposed Amur line would come at many points within ten miles of the bank, and i would not by long be ore the Chinese would cross the river and settle in the neighbourhood of the line. Indued if, as seems probable, the labour for its construction is draw from China, colonists who will make all that is to be made out of the country will be available on the appt, only they will not be Russian colonists. For many years, then, the fact of the Amur Railway being in Russian territory will be, it would seem, a very slight advantage from the point of view of the defence of Russian possessions in

the Far East. A FUTURE POSSIBILITY, It cannot be said that serious daught threatens Russia for the present from the side of China. The Chinese Army is as yet only inits earlier stages of formation, and it will be long before it is in a position to take the offensive. The Chinase people has lost, it is true, its old dread of Russia, and the awakening tint is going on in China causes considerable di-quietude to Russian military men and officials. But, after all, it is not as yet China who is the enemy, and the Amur Rullway is not being built primarily in view of the possiality of Chinese aggression. The Amur Rail way is being built because Russia realises that very little was decided by the Portsmouth Treaty, and that a fresh conflict with Japan, perhaps after 1915, when the present -inglo-Japanese Treaty expires, is by no means an improbability. If the Japanese are developing the railway system in Southern Manohuria and in Korea, if they are perfecting the means of communication so as to facilitate the transport of troops to the scat of the list war, it is natural that the Russians in their turn should wish to make their communications sure. The construction of the Amur line is an attempt to solve the problem, and it is asserted that unless the line be wilt the Manchuriau line cannot by defended, and Russia will have to retire to the Brikel. One may admit that the building of a Japanese railway from Gensan to the Tiumen River exposes the Marine region and the Vladivostok line to some additional risk. But whether that risk cannot be sufficiently guarded against by the maintenance of a strong Army in the region, and whether it is so great as to dem and the coustraction of 1,400 miles of costly railway, is not at all clear. The Amur Rulway, even though it serve as a means for the transport of randorcements to the Usauri region and Viadivostok, and thus relieve the Mancharian lin . will require a very strong guard, and may easily become a source of weakness rather than

The Amur scheme may be a part of a grandiose policy. It may be a visible affirmation of the fact that Russia has not abundoned her ambitions in the Far East; but it is just here that the cause for apprehension lies. For so far Russia's attempts to realiss her Far Eastern ambitions have only served to expose her weakness; and until some resolute effort has been made to remove the causes of her weakness and to establish at home a system of sound government that will raise the productive energy and national spirit of the people it is surely the reverse of sound policy to build in the Amar region an unproductive railway of doubtful strategical value. Yet the majority in the Dama are apparently willing that this should be done, even though the information supplied in regard to the character of the proposed route is o. the very valuest.

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Hongkong 1st April, 1908 STORAGE.

FOR COAL, TIMBER, &C. The Minis'ry of Ways and Communications WIO BE LET, a Portion of MARINE LOT is as elequent new in praise of the resources of | 2 No. 285 at NORTH POINT, Suitable the Amur region as it was twelve years ago in for above Purpose. EXTENSIVE WATER IONT. DEEP WATER.

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DOSE .- A Wineglassful in the morning before Breakfast,

CHIHLI, British str., 1,176, J. Warrack, 14th April-Haiphong and Hoihow 13th April, General-Butterfield & Swire. DENBIGHENTRE, British str., 2,448, Haffner, 15th April-London 23rd Feb. and Singa-

pore 8th-April, General-Shewan, Tomes JOSHIN MARU, Japanese str., 702, H. S. Smith, 15th April-Tumeni via Amoy and Swatow 14th April, General-Osaka Shosen Kaisha.

NIRVANA, French yeacht, 15th April—Canton. NORD, British str., 1,145, Prynn, 14th April— Wenchow 11th April, Ballast-McBain & NORTH BEGOK, British transport, 2 966, Comdr. A. W. McArthur, 14th April Taku 10th

April, roops Bagage Order. COHANA, British str., 3507, W. Hayward, B.N.R., 15th April-Bombay and Singapore 11th April, Mails & Gen ral-P. & O. S. N. Cc. RAJAH. Gurman str., 2,016, R. Petersen, 14th April-Bangkok 7th April, Rice-Butter-

field & Swire. SIGNAL, German str., 907, G Schlaikier, 15th April-Haiphong and Hoillow 14th April, Rice-Jelsen & Co. TITAN, British str., 5,720, R. Day, 15th April

-Liverpool 1st March, and Manila 13th; April, General-Batterfield & Swire. TJILATJAP, Dutch str., 2,440, van Emmerick, 15th April-Amoy 18th April, General-Java China-Japan Lije,

TILLIWONG, Entch str., 3,061, Van Wych A-L Jurriaanse, 15th April - Macassar 7th April, General-Java-China-Japan Lijn.

CLEARANCES-AT THE HARHOUR MASTER'S OFFICE 15th April.

Aucherblac, British str., for Newcastle. Derwent, British str., for Saigon. Hinsang, British str., for Ningpo. Word, British str., for Langkat. Shoshu Maru, Japaneso str., for Swatow: Standard, Norwegian str., for Saigon.

DEPARTURES CHATHAM, British str., for Callao. FUKUSHU MARU, Japanese str., for Swatow. GLENEARN, British str., for Shanghai. GOLDMOUTH, British str. for Takau. HAITAN, British str., for Coast Ports. HANGSANG, British str., for Swatow. KIANGPING, Chinese str., for Chinkiang. Knivsberg, German-str., for Pakhoi. KOHSICHANG, German str., for Swatow. KUMANO MARU, Jupane se str., for Nagasaki TAMB . MARU, Japanese str., for Singspore. TAMING, British str., for Manile. TR. NOUBBAR, Danish str., for Saigon.

SHIPPING REPORTS.

The British str. Changeha reports: Left Sydney March 21st, Experienced light to -moderate variable, brevzes, fine and clear weather, smooth sea to arrival Manila April . 10th Left Manila April 12th, Experienced light variable breezes, fine and clear weather, smooth sea till approaching the China Coast; thence to arrival moderate to fresh N. E. monscon, moderate sea, overcast weather.

> VESSELS IN DOCK. April 15th.

ABERGUEN DOCKS.— KOWLOON DOCKS-Neil Mcleod, Borsogon, Quarta, H.M.S. Janus, Nanning, Blandard, Chingtu, Chantaboon, Wongkoi. COSMOPOLITAN DOCKS .-

VESSELS ON THE BERTH

TOR SHANGHAL YOKOHAMA, KOBE NAGASAKI AND MOJI

THE Steamship

"GREGORY APCAR," Captain S. H. Belson will be despatched for the above Ports TO-DAY, the 16th April at 3 P.M. This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified

For Freight or Passage, apply to DAVID SASSOON & Co., LTD.,

Hongkong, 13th April, 1968.

THE PENINGULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BTEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYP!, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED TO: BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

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Captain C. H. S. Tocque, carrying Hi

THE Steamship

Majesty's Mails, will be despatched from this for Bombay &c. on SATUR-DAY, the 18th April at Noon, taking passengers and cargo for the above port in connection with the Company's s.s "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA," due in London on 80th May, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required. For further particulars, apply to

F. J. ABBOTT. Acting Superintender t. Hongkong. 6th April, 1908.

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Pacific S. N. Co. K. MATSDA, Manager, York Building. H ingkong, 7th April, 1968.

vessels advertised as loading

To ascertain the anchorage of may Vessels, the Hanbour has been divided into F ar Sections common ing from Green Island. Vessels anchoring nearest Kewicen are marked 'k," nearest Hongkong "h" midway botween Hongkong and Kowloon "m," and thoses vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section, **SECTIONS**

d	1 From Green Island to the Harbour Master's.	2 From Harbour Ma	ster's to Blake	SECTIC Pièr.	From Blake Pier t Na	val Yard. 4 From Naval Yard t	o East Point.
	Destination	VESEL'S NAMES	PLAG & BIG	Pert	CAPTAIN	FOR FEBIGET APPLY TO	TO BE DESPATORED
,	LONDON &c., VIA USUAL PORTS OF CALL	Malta	Brit. str		C. H. S. Tocque	P. & O. S. N. Co. SHEWAN TOMES & Co.	On 18th inst., at Noon, About 15th May.
	HAVRE, ROTTRDAM & HAMBURG &c	LIBERIA GLENTURRET	Gor. str Brit. str	k. w.	Knairel K. Webster	HAMBURG-AMERIKA LININ McGregor Bros. & Gow	On 25th inst. On 26th inst.
7	HAVRE & HAMBURG VIA STRAITS, &c	SILEGIA SENEGAMBIA	Ger. str Ger. str Brit. str	k. w.y	Eckhorn	HAMBURG-AMERIKA LINIB	On 10th May. On 24th May.
•	MARSEILLES, I ONDON & ANTWERP VIA SINGAPORE &C. MARSEILLES, BREMEN & HAMBURG &C MAUSEILLES, &C., VIA PORTS OF CAU.	Pera Sambia Armand Behic,	Ger. str Fr. str	k.w.	W. W. Cooke, R.N.B Müller	P. & O. S. N. Co. HAMBURG-AMERIKA LINIE	About 26th inst. On 18th inst.
	MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE, &c. MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &c.	INABA MARU	Jap. str Jap. str		Guionnet	NIPPON YUSEN KAISHA	On 28th inst., at 1 r.m. On 29th inst., at D'light
	MARSEILLES, HAVRE & COPENHAGEN	P. R. LUITPOLD	Dan. str	<u> </u>	444.11 1999444444444	MELCHERS & Co.	On 18th May, at D'light Beginning of May.
,	NEW YORK	Pursia Tunos Prince	Ans. str Am. str		C. TONTONIA"	MELCHERS & Co. SANDER, WIEDER & Co. ARNHOLD, KARBERG & Co.	About 21st inst.
	BOSTON & NEW YORK	LOWTHER CASTLE	Am. str	- 1		SHEWAN, TOMES & Co DODWELL & Co., LTD.	About 21st inst. About 31st May. On 28th inst.
•	VANCOUVER VIA SHANGHAIJ PAN, &c	MONTEAGLE		1 m. 2 m.	910 980 888 889 884 884 910 880 888 888 889 888	CAVADIAN PACIFIC R. CO	On 22nd inst., at Noon. On 7th May, at P.M.
	VICTORIA, B.C., & SEATTLE, WASH., &c	TANGO MARU			F. E. Cope	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M. On 12th May, at 4 P.M.
	SAN FRANCISCR VIA PORTS	Kumeric Clan Macmillan Kabato Maru	Am. str Brit. str. Jap. str	1 m .	Cowley	SHEWAN, TOMES & Co.	On 14th May. Quick despatch.
	SALINA CRUZ, MEXICO VIA-MOJI & JAPAN	LANDRAT SCHEIFF NIERO MARU	Ger. str.		D. Mori H. Brandt	CHINA COMMERCIAL 8.8. Co	Quick despatch. On 2nd May, at 5 P.M.
:	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. etr	^ 1 m,	G. W. Eidy W. von Sanden	NIPPON YUSEN KAISHA BUTTERFIELD & SWIBB MELCHERS & Co.	To-morrow, at Noon. On 21st inst., at 4 P.H.
	AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE KUMANO MARU	Brit. str	_	P. T. Heims	GIBB, LIVINGSTON & Co	On 23rd inst., at 5 P.M. On 25th inst., at Noon. On 15th May, at Noon.
	YOKOHAMA AND KOBE KOBE AND YOKOHAMA	KANAGAWA MARU	Ger. str.	_	D. Lenz	MELCHERS & Co	About 1st May: On 18th inst., at D'light
1	JAPAN	TJILIWONG	Brit. str		Juriaanse	BUTTERFIELD & SWIRE JAVA-CHINA-JAPAN LIJN	On 28th inst., at 4 P.M. Quick despatch.
-	WEIGAIWEI & TIENTSIN TIENTSIN TSINGTAN CHEECO & NEWGHANG	RUBICHOW	Brit. str Brit. str		G. Hooker F. Mooney	JARDINE, MATHEBON & CO., LD.	On 21st inst., at 4 P.M. To-morrow, at Noon.
	TSINGTAU, CHEFOO & NEWCHANG	KWEIYANG	Ger. str. Aus. str.	1 m k, w 2 h.	Eckhorn	HAMBURG-AMERIKA LINIE	To-day, at 4-r.m. To-morrow.
	SHANGHAI, YOKCHAMA, KODE, MOJI & NAGASAKI SHANGHAI		Brit. str Brit. str	2 n. —	S. H. Belson	BANDER. WIELER & Co. DAVID SASSON & Co., LID. P. & O. S. N. Co.	On 19th inst., A.M. To-day, at 3 P.M.
	SHANGHAI, MOJI. & KOBE SHANGHAI, NAGASAKI & YLADVOSTOCK	KAGOSHIMA MAEU KOWLOON	Jap. str. Ger. str.	k. w.	K. Kori	NIPPON YUSTN KAISHA	About 16th inst. On 20th inst., P.M.
	SHANGHAI SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Brit. str Ger. str	-	F. Northcombe E. Malchow	BUTTERFIELD & SWIRE	On 21st inst. On 21st inst., at 4 P.M. About 22nd inst.
•	SHANGHAI, YOKOHAMA & KOBE SHANGHAI, YOKOHAMA & KOBE	BRISGAVIA	Ger. str	k. w.	Hildebrandt	HAMBURG-AMBRIKA LINIE MILCHERS & CO.	On 25th inst. On 25th inst.
ŀ	SHANGHAI, KOBE & YOKOHAMA SHANGHAI, YOKOHAMA, KOBE & MOJI	YABBA KUTSANG	Brit. str.		Sellier Bradley	JABDINE, MATHESON & CO., LD.	On 27th inst., P.M. On 1st May, at Noon.
	SHANGHAL	JOSHIN MARU	Dut. str	1 m.	de Brouwers	Jaya-China-Japan Lijn Osaka Shosen Kaisha	Quick despatch. On 19th inst., at 9 A.M.
-	MANILA VIA AMOY	ZAPIRO THAN	Brit. str Brit. str	the second second	Rodger		On 18th inst., at Noon.
ı	MANILA MANILA MANILA	LCONGSANG	Brit. str.		A, Sommerville	JARDINE, MATHESON & Co., LD.	
٦.	CEBU & ILOILO HOIROW & HAIPHONG	Sunckiang		1 m:	G. H. Penneraer	SHEWAN, TOMES & Co. BUTTERFIELD & SWIRE BUTTERFIELD & SWIRE	On 25th inst, at Noon. On 22nd inst, at 4 P.M.
ł	KUDAT & SANDAKAN	BOBNEO	Ger. str. Brit. str.	_	F. Sembill E. J. Tadd	MELOHERS & Co	To-morrow, at 9 A.M. On 18th inst, at 9 A.M. To-day, at 8 P.M.
	SINGAPORE, CALCUTTA & COLOMBO SINGAPORE, PENANG & CALCUTTA	CURONIA	A see that a second of the	<u> </u>	M. B. Lake	Месенева & Со.	On 20th inst. On 5th May, at 3 P.M.
	BOMBAY VIA SINGAPORE & COLOMBO	TOTOMI MARU	Jap. str Dut. str.	1 m.	M. Winckler	NI-PON YUBBN KAIBHA	To morrow, at Daylight

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hengkong and Manila, Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

MANILA

STEAMSHIP COMANY, LIMITED.

STEAMSHIP.	TONS.	CAPTAIN	FOR	PAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th April, Noon.
RUBI	2540	R. W. Almond.	Manila	On 25th April, Noon.
	<u> </u>		· · · · · · · · · · · · · · · · · · ·	<u> </u>

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 10th April, 1908.

HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE On or about 31st May. For freight and further information apply to

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Hregrong, 9th April, 1918

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PROPOSED SAILINGS. (Subject to Alteration), LEAVE HONGKONG ARRIVE VANCOUVER Tons "MONTEACLE" 6,163 ... WIDNESDAY, 22nd April ... 16th May EMPRESS OF JAPAN" 6,000 ... THURSDAY, 7th May ... 25th May " ... THURSDAY, 7th May ... 25th May * GLENFARG" 3,700 , ... WEDNESDAY, 20th May ... 18th June ... EMPRESS OF CHINA" 6,000 , ... Thursday, 4th June ... 22nd June

* 2.S. "LENNCX" and "GLENFARG" are Freighters only and do not carry Passengers. " FMPRESS" Steamers will depart from HONGRONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 NOON.

IT HE Quickest route to CANADA, UNITED STATES and EUROPE, calling at A SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), ROBE. 1 OKOBAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mai Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships. 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG.

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ASIATIC COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

P. J. van Emmerick... JAVA-CHINA-JAPAN LIJN

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. DATH OF BAILING. DESTINATION STEAMERS. SINGAPORE, CALCUTTA & COLOMBO "CURONIA" On 20th April. SHANGHAI, YOKOHAMA & KOBE "CANTON" On 25th April. MARSEILLES, HAVRE, ? "INDIEN" Beg. of May.

For Further Particulars, apply to Hongkong, 16th April, 1908.

Hongkong, 19th March, 1908.

HONGKONG.

MELCHERS & CO.,

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
1 KUMERIC	6,232 9.61 6	Cowley E. V. Roberts	On 14th May. On 30:h May.
* TREMONT	9,606	T. W. Garlick	On 19th June.

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

*The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at s a. Electric fun in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

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VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE. THE Company's Steamship

"CHINA.

About 16th inst.

Capt. Petris, will leave for the above places on SUNDAY, the 19th inst., A.M. This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess For Freight or Passage, apply to

SANDER, WIELER & CO.

Prince's Building. Hongkong, 13th April, 1908. THE AMERICAN AND ORIENTAL

LINE. FOR NEW YORK. With Liberty to Call at the Malabar Coast.)

THE Steamship "TUDOR PRINCE,"

Capt. Macdougall, will be despatched for the

above Port on or about TUESDAY, the 21st A pril. For Freight apply to ARNHOLD KARBERG & Co.,



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at throug rates to the BRAZILS, to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE and

"THE Company's Steamship

ADRIATIC PORTS.

" PERSIA. Capt. G. Bartole, will be despatched as above on or about TUESDAY, the 21st April This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co.,

Agents. Princes' Buildings. Hongkong, 24th March, 1908.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUERNS-LAND PORTS, and taking through Cargo to ADRIAIDE, NEW ZHALAND. TARMANIA, LC.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 25th April, at Noon. This well-known Stenmer is specially fitted for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carried. N.B .- To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in statercoms. For Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 31st March, 1908. "GLEN" LINE OF STEAMERS.

FOR HAVRE, LONDON AND ANTWERP VIA SUEZ CANAL. THE Steamship

"GLENTURRET," Captain K. Webster, will be despatched as above on SUNDAY, the 26th April. For Freight apply to McGREGOR BROS. & GOW. Hongkong 3rd, April, 1968

REGULAR STEAMSHIP BERVICE WITH LIBERTY TO CALL AT MALABAR

Proposed Sailings from Hongkong.

FOR BOSTON AND NEW YORK. † S.S. "SIKH" 28th April. For Freight and further information, apply to . DODWELL & CO., LD.,

Agents. Hongkong, 3rd April, 1908.

CHINA COMMERCIAL 8.8. CO., LTD. NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"LANDRAT SCHEIEF," Captain H. Brandt, will be despatched for the above Ports VIA MOJI, JAPAN, one SATURDAY, the 2nd May, at 5 P.M. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., LTD., Hotel Mansions. Hongkong, 8th April, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN" Will be despatched for the above Ports earlyin-May.

For freight spair to SEEWAN, TOMES & CO., Hongkeng, 11th April, 1908.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR		PTELNE	R.O	TO BAIL	ZEMAKRO,
SHANGHAI		EANA pt. W. Haywar	d, R.N.R}	About 16th } April	Freight and Passage.
LONDON VIA USUA	L PORTS M	<i>ALTA</i> apt. C. H. S. T	ocque	Noon, 18th April	See Special Advertisement.
MARSSEILLES, L and ANTWERP v APORE, PENANO,	ONDON via SING P	PERA	<u> </u>	About 26th	Freight only.
and Port Said				F J. AB	BOTT,

NAVIGATION CO., LIMITED.

-Hongkong, 6th April, 1908

For Freight or Passage, apply to-

Hongkong, 16th April, 1908.

FOR,	STEAM PRS	TO SAIL.
TS IGTAU, CHEFOO and NewCHANG		On 16th April, 4 P.M.
HO HOW and HAIPHONG	* "HUPEH "	On 17th April, 9 a.m.
MANILA ZAMBOANGA,		
THURSDAY ISLAND,		
· COOKTOWN. CAIRNS.		
OWNSVILLE, BRISBANE,	* + "CHANGSHA"	On 21st April 4 P.M.
SIDNEL HODAMI, DAUNCE		OH BANG HEDITIG B 1 . MI.
STON, NEW ZEALAND,		
MELBOURNE ADELAIDE,		ر بنجاد ا
and PERTH		
MANILA	* "TEAN"	On 21st April, 4 P.M.
WEINAIWEI and TIENTSIN	"KUEICHOW"	On 21st April, 4 P.M.
SHANGHAI	+ "YOUHOW"	On 21st April, 4 P.M.
CERU and ILOILO	• "SUNGKIANG"	On 22nd April, 4 P.M.
KOBE	"CHINGTU"	On 26th April, 4 P.M.
* The attention of Passengers is dire	ected to the superior accomm	nodation offered by these
steamers, which are fitted throughout with	Electric Light. Unrivalled	Table. A duly qualified
Surgeon is carried.		
+ Taking Cargo on through bills of la	ding to all Yangisre and Nor	thern China Ports.
Taking Cargo and Passengers at	through rates or all New	Zealand Ports and other
Anstralian Ports.	•	
REDUCED SALOON FARES, S	INGLE AND RETURN	TO MANILA ANI
	RALIAN PORTS.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

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AGENTS.

	FOR	BTE	AMBRA	70.8	BATL.
	KUDAT & SANDAKAN	} "ECEN	ieo" at. F. Shiibill	} Saturd	ay, 18th il, at 9 a.m.
	NAPLES, GENOA, ALGIER GIBRALTAR SOUTHAMPTO ANTWERP & HAMBURG	T	REGENT LUIT H. Kirchner	POLD" Wed	[
	SHANGHAI, NAGASAKI, KOB		TEL FRIEDRI E. Malchow		Wed'day, April
•	MANILA, NEWGUINEA, I BANE, SYDNEY & MELBOUR		IZ WALDEMAI t. W. von Sende	Thursd April,	ay, 23rd at 5 P.M.
	YOKOHAMA & KOBE		z sigismund		riday, 1st
	For further Particulars, apply	lo .	D. Lans	LLUYD	-
-			OHERS &		
	Hongkong, 13th April, 1908.	GENERAL AG	ENTS, HONGR	ONG & CHIL	NA. 5

HAMBURG-AMERIKA HAMBURG.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES. via STRAITS and COLOMBO. to HAVRE, BREMEN and HAMBURG and to NEW YORK.

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NEXT SA	ILINGS FRO	M HONGKONG:	į
OUTWARD.		HOMEWARD.	· · ·
FOR SHANGHAI, YOKOHAMA & K	OBE.: FOR	Marseilles, Bremen & Hamburg:	
FOR SHANGHAI YOKOHAMA & I	Совж	S.S. SAMBIA 18th April	•
S.S. BRISGAVIA 25 For Shanghai, Yokohama & K		HAVRE ROTTERDAM & HAMBURG: S.S. L1BERIA 25th April	
S.S. SCANDIA 6 FOR SWANGHAI, YOKOHAMA & 14	KOBE:	HAVRE & HAMBURG: S.S. SILESIA 10th May	;
FOR SHANGHAI, YOKOHAMA & S.S. DORTMUND 25	KOBE: FOR	S.S. SENEGAMBIA 24th May	•
	COAST SER	VICE	•
FOR SHANGHAI, NAGABARI &	VLADIVOSTOCK S.	S. "KOWLOON" 21st April	l
For Further Particulars, apply			

OSAKA SHOSEN KAISHA.



Hongkong, 16th April, 1908

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Hongkong Office.

PROPOSED SAILINGS FROM HONGKONG-**EUBJECT TO ALTERATION.**

LEAVING

TAMBUI VIA BWATOW ("JOSHIN MARU" SUNDAY, 19th April. Capt. H. S. SMITH AND AMOY

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table + Taking Cargo on through Bills of Lading to all Yangteso and Northern China Porte. For Freight, Passage, and further information, apply at the Company's local Branch Office. Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager. Hongkeng, 14th April, 1908.

MESSAGERIES MARITIMES.



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." AUSTRALIEN " 🦠

SHANGHAI:

STEAMERS LIAS OT On 27th April, "YARRA" SHANGHAI, KOBE & YOKOHAMA Capt. Sellier On 28th April, "ARMAND BEHIC MARSEILLE 3 NIA PORTS Capt. Guionnet] | P.M.: ERNEST SIMONS" SHANGHAL KOBE & On-11th May,-P-M-Capt, Girard YOKOHAMA ... On 12th May,

MARSEILLES, VIA PORTS 1 P.M. Capt. Verron Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

J: MILLET, Agent, Queen's Building.

Hongkong, 15th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). STNAMBĖS. TO SAIL SINGAPORE, PENANG & CALCUTTA" LAISANG " ... Thursday, 16th April, 3 P.M.

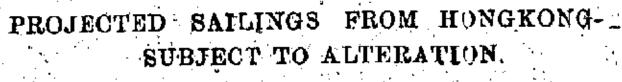
"YUENSANG ... Thursday, 16th April. 4 P.M. MANILA VIA AMOY TIENTSIN "CHIPSHING" Friday, 17th April, Noon. "LOONGSANG" Friday, 24th April, 4 P.M. *+3H'HAI, YOKOHAMA, KOBE MOJI ... "KUISANG "...... Friday, 1st May, Noon. SINGAPORE, PENANG & CALCUTTA" NAMSANG." ... Tuesday, 5th May, 3 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout + Taking Cargo on Through Bills of Laling to Yangters Ports, Caston, Tientsin and Newchwang.

Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 16th April, 1908

YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)



DESTINATIONS.	STRAMERS.	SAILING DATES 1908
ARSEILLES, LONDON and	(INABA MARU, Tons 6189)	WED DAY, 29th April,
ANTWERP, via SINGA-	Capt. Wm Bainbridge, KAMAKURA MARU Tons 6126	l at Dayght. : WED'i AV 1944 May.
TAMPADIA DAY ONA	A SHINANO MECO	
STATION WASH via) Cant. K. Alward, Loui 0305 (ar 4 P.M.
ANTERNATION OF A TRANSPORT OF A STATE OF A S	IN TANGO MAKU. IODI 7453	CTUESDAY IZIN MAV.
and YOKOMAMA	Capt. F. E. Cope NIKKO MARU Com T. I. Hanning (Cons. 5539)	FRIDAY, 17th April,
via MANILA, THURSDAY	Capt. T. L. Harrison, Tons, 5539	at Voor
ISLAND. TOWNSVILLE	KUMANO MARU Capt. N. Mathieson, Tons 50761 KANAGAWA MARU	FRIDAI, 15th May,
and BRISBANL	KANAGAWA MARU	SATURDAY, 18th
OBE and YOKOHAM	KANAGAWA MARU (Capt. N. Ohno, Tons 6168)	-April, at Daylight,
OMBAY via SINGAPORE	TOTOMI MARU Capt. M. Winckler, Tone 3412	r midai, 1772 April at Davlicht
and COLOMBU " " " " " " " " " " " " " " " " " " "	† KAGOSHIMA MARU	MONDAY, 20th
TTENTA CANTESTAL MICHAEL MANAGE	Total of the Manual Alana	Annil D.V

§ Calling at Shimidzu. -I Cargo only. + Through Passenger Tickets issued to the Principal Cities in the United States, Cauada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

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Hongkong, 16th April, 1908.

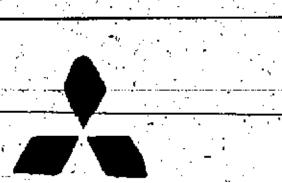
SHANGHAI.

MANAGER.

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Tons 4405) April, P.M.

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HONGKONG.

SHIPPING IN PORT.

STHAMBES.

Agonus, American str., 336, Enrique Curros 18th March-Manila 9th March via Deori mao 15th, Sugar-Mozon & Co... ANGMIN, German str., 1,001, C. Kumpel, 14th April-Bangkok via Swatow 13th April

Rice-Butterfield & Swire. ARRON, British str., 2,971, McDonnell, 8th April-San Francisco and Kobe 19th Mar., General-Standard Oil Co.

AUCHENBLAE, British str., 2,354, Moir, 8th April—Newcastle 17th March, Coal— Shewan Tomes & Co. PANRI MARU, Japanese str., 2,369, Yamanaka,

12th April-Moji 7th April, Coal-Mitsui -Bussan-Kaisha.-BESSIE DOLLAR, British str., 2,798, Alexander

April-Sandakan 4th April, General-Melchers & Co.

CHINA, American str., 3,186, D. E. Friele, 14th. April-San Francisco 17th March, and Shanghai 11th April, Mails and General-Pacific Mail Steamship Co.

April-Australia via Manila 1st April, General-Butterfield & Swire.

April - Tientsin 5th April, General-Jardine, Matheson & Co. CHIYURN, Chinese str. 1.178 C. Stewart, 30th Hart, torpede-boat destroyer, 295 tons, 6 guns. March-Shanghai 27th March, Coneral-

Fuseno, 11th April-Foodhow 9th April-Osaka Shosen Kaisha. DEN OF AIRLIE, British str., 2,271, Cumming.

10th April-Antwerp 10th February, and Singapore 4th April, General - Messageries Maritimes. DERWENT, British str. 1,652, J. Jenkins, 23rd

March-Saigon 18th March, Rice and General-Chinese. DUFFERIN, British troopship; 3,966, Comde. T. A. L. de Berry, 3rd April-from Karachi

and Singapore. EMPRESS OF JAPAN, British str., 3,03), H. Monmouth, cruiser, 9800 tons, Capt. G. W. Pybus, 6th April - Vancouver 18th March. -Canadian Pacific Railway Co.

-Tourane 2nd April, General-Bander, Wieler & Co. FRITHJOP, Norway I'm str., 891, Olaf Anderson,

Meal-Auguard, Thoresen & Co. GLENFARG, British str., 2,356, Holeman, 20th March Bangkok 13th March, Rice-

McGregor Bros. & Gow. Belson, 11th April-Calcutta via Straits -David Sassoon & Co., Ltd.

April - Hollow 13th April, General-HELIOPOLIS, British str., 2,976, J. W. Martin,

9th April-Chinwantao 4th April, Gibb, Thistle, gunboat, 710 tons, 900 h.p., Lieut. Livings on & Co. HIROSAN MARU, Japanese str., 3,712, M. Masuda, 12th April-Kuchinotan Japan 7th

April, Coal-Mitsui Bussan Kaisha. = 33 HINSANG, British str., 1,536, A. G. Smith, 13th April-Saigon 7th April, Rice-Jardine, Matheson & Co.

HOLSTEIN, German str., 1,103, A. Niejahr, 27th Tourane 24th March, General and Coal—Jobson & Co. HUPKH, British st ., 1,205, G. J. Spink, 13th

April-Haiphong and Hoihow 11th April, General-Butterfield & Swire. KOWLOON, German str., 1,427, Enigk, 10th

Hamburg Amerika Liuie. KWEIYANO, British str, 1,044, Dowson, 10th April-Chefoo 5th April, General-Butterfield & Swire.

LAIBANG. British str., 3,460, E. J. Tadd, 6th Apr.—Calcutta via Straits & Singapore 31st Marou, General—Jardine, Matheson & Co.

Marou, General—Jardine, Matheson & Co.

LANDRAT Son.

vil—Saigon 4th April, Rice

Grandt, 9th April

-- Siemssen & Co. C. Meyer, 29th LYDIA, German str., 1,7/2. . . Rice, &c.-March - Wahn 25th Marc.

Hamburg-Amerika Liuie. MICHAEL JEBS N, German str., 957, Bea. .9th April-Haiphong 7th April, Genera. Jobs n & C

MINNESOTA, A micen str. 13,323, Charles Austin, 1st April - Seattle via Ports 2nd March. General Great Northern 4.8. Co. MONTEAGLE, B. it sh str., 3,958, W. Dayiser, 31st March - Vancouver, Ma ch 5th, and Shanghai 28th, General-C. P. R. Co. MYRTLEDENE, British str., 1,620, Leighton, 11th April-Hongay 7th April, Coals-

Dodwell & Co... NEUMURHIEN. German str., 1,940, M. Fischer, 29th March-Moji 23rd March; Coal-Jebsen Co.

NIKKO MARU, Japanese str., 3,451, T. L. Harris m. 14th April - Yokohama via Poris. 4th April, General-Nippon Yusen Kaisha. NIRVANA, French yacht, 460, Eorard, 11th - April - Marseilles - lith February, and Sigon 7th pril.

NORDISKE, Danish cable str., 831, H. C. A. Peterson, 9th March-Shaughai 5th March. -G. N. S.S. Co., Ltd. -Oscar II, Norwegian str., 1,999, A. Kjass, 2nd April - Bangkok 23rd March, Rice -

Wallem & Co. PERSIA, British str., 2,744, A. Dixon, 11th Jan. -San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour—O. & O. S. S. Co. PETCHABURI, German str., 2,100, C. Wolff, 3rd April-Bangkok and Kohsichang 27th March, Rice and Wood-Norddeutscher

Lloyd PHEUMPENN, British str., 1,065, J. H. Scott, 9th April—Saigon 4th April, Rice PITSANULOK, German str., 7,267, D. Reimers.

11th April - Bangkok April 3rd, and Kohsichang 5th, General-Butterfield & PROMETHEUS, Nor. str., 1,042, O. Corneliussen, 9th April-Bengkok 2nd April, Rico-

Butterfield & Swire. QUINTA, German str., 987, Fruhn, 7th April -Singapore 1st April, Kerosine Oil-Biemssen & Co. REIDER, Norwegian str., 2,297, C. Stangetye,

14th April - Moji 8th April, Coal -Aagaard, Thoresen & Co. SEXTA, German str., 992, Desler, 3rd, April-

Saigon 30th March, Rice—Siemssen & Co. SHOSHU MARU, Japanese str., 999, M. Nemoto, 12th April -Shanghai via Ports 5th April, General-Osaka Shosen Kaisha. SIBERIA, American str. 5 655. A. Zeeder, 7th April-San Francisco and Stanghai 5th. April, Mails and General-P. M. S.S. Co. STANDARD, Norwegian str., 894, H. N. Bull,

Cotton-Wallem & Co. TSINTAU, German str. 1.002, O. Koch, 14th April-Bangkok 7th April, Rice-N.D.L. ULV, Norwegian str., 885, J. Pedersen, 10th April-Saigon th April, Rice and Paddy -Aagaard, Thoreson & Co.

1st April-Saigon 27th March, Rice and

YURNSANG, British str., 1,15), Rolle, 14th April - Manila 11th April, General-Jardine, Matheson & Co.

YU SHUN, Chinese str., 1,079, Pratt, 11th Apr.,
—Shanghai 8th April, General—Chinese.
ZAFIRO, British str., 1,619, R. Rodgers, 13th
April—Manila 11th April, Hemp and Sugar
—Shewan, Tomes & Co.

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Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. D. T. Morris, Hongkong Astraca, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan.

Hongkong-Bedford, British cruiser, Capt. S. E. Erskins, R.N., Mire Bay Bramble, gunbout, 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. D. Bridgeman, S'hai

Gow, 6th April-Moji 31st March, Coal- Britomart, gunboat, 710 tons, 900 h.p., Lieut, - Arnhold, Karberg & Co Comdr. F. B. Noble, Shanghai BORNEO, German str., 1,344, F. Sembill, 9th | Cadmus, British sloop, 1070 tons, Comdr. B. L. .___Majandia, Hongkong

Clie, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Shanghai Fame, torpodo-boat destroyer, 310 tons, 6 guns, 570) h.p., Liout-Comdr. Gresson.

Hongkong CHINGTO, British str., 1,459, W. B. Brown, 4th | Flora, 2nd class orgiser, 4360 tens, 10 guns, 7000 i.h.p., Capt. Roland Nugert, Shang-

CHIPSHING, British str., 1,199. F. Mooney, 11th | Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall

4,000 h.p., Lieut, Comd., G. C. Dickens, Hongkong

CHOSHUN MARU, Jap mose str., TSII, T. Janus, terpede-best destroyer, 320 tons, 6 guns, 3900 h.p., Lt. Comdr. C. A. Freemantle; Hongkong

Kent, armoured, 9800; tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Hongkong King Alfred, British cruiser, Flag ship of Vice Admiral the Hon Sir Hedworth Lamblon, Commander in Chief: 14100 tons

Capt. L. Clinton-Baker, Hongkong Kinsha, river gunboat, 616 tons, Lieut. Comilr. - Sidney H. Tennyson, Yangtsze-Merlin, surveying ship, 1090, to as, 6 guns, 1400

i.h.p. Comdr. F. H. Walter, Hongkong Smith, Mirs Bay and Shanghai 4th April, Mails and General Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. C. C. Walcott, Hongkong FIUME, German str., 835, R. Wegner, 5th Apr. | Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R. N., Shanghai

Otter, terpede boat destroyer, 385 tons, 6 guass 63 30 i.h.p., Paid off 12th April—Saigon 8th April. Rice and Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut: Comdr. A. A/Mollin, West River Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut, Comdr. H. R. Tickell, West

GREGORY APCAR, British str., 2,961, S. H. Snipe, river gun-boat, 85 tons, Eguns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangteze and Singapore 6th April, General & Opium | Taku, torpodo boat destroyer, Bosn, Strath, Hongkong

HAILAN. French str., 377, L. Andersen, 14th Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangisze

> Comdr. H. T. Attlay, Shanghei Virago, torpeno-boat destroyer, 39 , tous, 6 guns, 6,300 i.h.p., Lieut Comdr. Stevenson

> Hongkong Waterwitch, surveying ship, 620 tons, 450 i.f.p. Lieut. Comdr. H. P. Douglas, Hongkong Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut,-Comdr. J. Kiddle,

Hongkong Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox Yangtere Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze

April Wakamatsu 5th April General Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yangtere

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		THE	HONGRONG DAILY
POST OFFICE	E NOTICE		COMMERCIAL.
and Monday the 20th inst.,	being Public Holids	ys, the Pest Office will be	EXCHANGE CLOSING QUOTATIONS.
open for one hour only i.e. 8 till 9 a.m. All the outgoing mails will be closed at 9 a.m. The English and American mails will be c			April v London.—
The English and American mans was The Post Office will be closed at 1 p.m.	i lettors each day, as	on Sundays.	Telegraphic Transfer
The Post Office will be cleared at 1 p.m. There will be one delivery and a collection of The Money Order Office will be entirely close	ad.		Bank Bills, at 30 days sight Bank Bills, at 4 mouths sight Credits, at 4 months sight
FOR	PER	DATE	Documentary Bills 4 months signt
	liosten Maru	hursday, 16th, 9.00 AM.	Bank Bills, on demand
Holhow and Haiphong	Prometheus	Character With 118 P.M.	on demand
SHANGHAL	Banri Maru	Thursday, 16th, 1.00 P.M. C. Thursday, 16th, 1.15 P.M.	New York,— Bank Bills, on demand
Misoso and Calcults	Laisang	Thursday, 16th, 2.00 r.m. (Credits, at 60 days aignt ON BOMBAY.—
Shanghai, Nagasaki, Robe, Meji & Nagasaki	Gregory Apear Hikosan Maru	Thursday, 6th, 2.00 P.M. Thursday, 16th, 3.00 P.M. Thursday, 16th, 3.00 P.M.	Telegraphic Transfer
Moji Amoy and Manila Tsingtau, Chefoo and Newchwang	Kioeigang	Thursday, 16th, 3:00 P.M.	Telegraphic Transfer
Hoihow and Pakhol	Hailan	Thursday, 16th, 5.00 P.D.	On Shanchal.— Bank, at sight
Kobe, Yokohama, Tacoma, Victoria, Van- Souver and Seattle Singapore, Colombo and Bombay	Totomi Maru	Friday, 17th, 9.00 A.M.	Private, 30 days' sight ON YOKOHAMA.—On demand ON MANILA.—On demand—Pesos-
Tientsin	Borneo	Friday, 17th, 9.00 A.M.	ON SINGAPORE,—On demand
Kobe and Yokohama Yokohama, }. Shanghai, Nagasaki Kole, Yokohama, }.	Kanagawa Maru Minnesota	Friday, 17th, 9.00 A.M. Friday, 17th, 9.00 A.M.	ON HAIPBONG.—On demand
Manile, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart,	N. I.	Friday, 17th, 9.00 A.M.	ON BANGKOK.—On demand SOVEREIGNS, Bank's Buying Rate. GOLD LEAF, 100 fine, per tael
Launceston, New Zonianu, menourne,	Nikka Maru		BAR SILVER, per oz.
Batavia, Cheribon, Samarang, Soerataya and	Tjilatjap	Friday, 17th 9.00 1.v. Saturday, 18th, 9.00 A.M.	BUBSIDIARY COINS. per c Chinese 20 cents pieces \$8.
Manila	Bessie Dollar	Saturday, 18th, 9.00 a.M. Baturday, 18th, 9.00 a.M.	Chinese 20 cents pieces 9.
Bwatow, Amov and Tamsui			10 8
		ples 90 A.M. Registration 9.00 A.	OPIUM.
HONOLULU and SAN FRANCISCO	Siberia	(Registration, with late tee of le couts, u. le	Quotations are:-
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		Registration, Kow on	Malwa New
		B.O 9.00 A.M. No late fee. 1,011ers 10.00 A.M.	Malwa V. Old \$106 Parsian fine quality \$800
EUROPE &c., India via Tuticoria		Saturday, 18th,	Persian extra fine \$880 Patna New \$105
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents) (Supplementary mail on board up to the	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Registration10.00 /	Henries Men
Free Posters 10 cents.)	Malla	foe of 10 cents, up to	STEAMERS PASSED TH
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	1 1	Registration, Kowlett	· 25th - Benavon, Anchenarde
The Parcel mail will be closed to-uny,	<u> </u>	No late fee. Letter. 11.00 A.M. Monday, 20th, 9.00 A.M.	Shimosa, Admiral-Duperre, 28th-Brisgavia, Diomed, Sun Machaon, Katuna, Inveresk. Apri
Yokohama, Kobe and Moji	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓		4th—Candia, Palma, Yarra, Ya
Brisbane, Sydney, Houard, Badhoose, Porth		Tuesday, 21st, 3.00 P.M.	Rickmers, Nubia, St. George. 11th Ceylon, Scandw, Socotra, St. Maru, Peleus, Pelronia.
and Fremantle	Kueichow	Tuesday, 21st, 3.00 P.E. Tuesday, 21st, 3.00 P.E.	Austria, Braemar, Bulow, Blavonia, Cardiganshire, Nijni I
Shanghai. NAGABARI, KOBE, YOKOHAMA	Montengle		ARRIVAL AT HO
VICTORIA and VANCOUVER, (BC.)		Wednesday, 22nd, Printed Matter and San	Tonkin, Kawachi Maru.
EUROPE, &c., INDIA VIA TUTICORIN		ples	ARRIVED.
(Late Letters 11.00 to 11.30 A M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxe	P R Lautmord	(Megistration, with last fie of 10 cents, up 10.10 A.M.)	to J. Rossido and child, Mr and m
in time for the first clearnance will be included in this contract mail.)	7 1	Registration, - Kowlos	Denison & child, Miss Croft, M. Messrs. J. R. Bragon, Croft,
		No late fee. Letters 11.00 A. Wednesday, 22nd, 3.00 P.	Sedeinchen, C. Wildhow, Ebbut Inbetree, W. Allen, F. H. Ho M. J. Laurence, J. Dawson, M. I
Kobe	···· Ottoman interest	1977. 3	and J. R. Erwin. Per Oceana, for Hongkong,
Manila, Friedrich, Wilhelmshafen, Simpson hafen, Herbertshohe, Matupi, Brisband Sydney, Hobart, Launcoston New Zealand	Prinz Waldema	r Thursday, 23rd, 4.00 P.	Mrs Gilley, 2 children and ama Crowther, Miss H. C. Denby, Denby, F. J. Clark, P. E. Sulliv
Manila Adelaide, Perth & Fremantl	Loongsang	Friday, 24th, 3.00 P. Saturday, 25th, 10.00 A.	m and G. G. Crabbie; from Mare Miss McKee. Comdr. Fuller, R
Manila Port Darwin, Thursday Island, Cool town, Cairns, Townsville, Brisbane, Sydne	(• <u>)</u>	Saturday, 25th, 10.00	W. A. Clarke and A. H. Waits Mr and Mrs W. H. Miller; fro
Hobart, Launceston, New Zealand, Me bourne, Adelaide, Porth and Fremantle	1 1	Ssturday, 25th,	S. K. Ruchton; from Bombay, M. Prynne; from Penang, M from Colombo, Mrs Tanalaid
		Printed Matter and Samples	m. Singapore, Mrs T. G. Treadgold M. Walen, A. W. C. Hanbury, Hig
SHANGHAI, NAGASAKI, KOBE, YOKOHAM HONOLULU and SAN FRANCISCO		(Registration, with It	ite for Shanghai, from London, Mis
(Supplementary mail on bourd up to the ma	il, [10.45 A.M.) Reg. stration, K. wi.	W. E. Bryant and A. Cameron; Mr A. G. Humphrey; from B
Extra Postage 10 cents)		B.O 10.00 A. No into fee.	Singapore, Mrs W. S. Young,
Shanghai, Moji, Kobe, Shimidzu, Yokoham	Bhinane Mari	Letter 11.00 A. Tuesday, 28th, 8.00 P.	Mrs Hagg and maid, and Mr W Port Said, Mr and Mrs C.
Victoria, &c., Seattle Wash	1	Tuesday, 28th, 5.00 I	Singapore, Hon. T. S. Baker. DEPARTED.
Shanghai, Yokohama, Kobe and Moji Внаменаі, Nасавані, Кови, Чоконам	A. Manchuria	Friday, lat, 11.00 A	M's Stradt him a confident me
HONOLULU and San Francisco Bingapore. Penang and Calcutta	··· J —	Tuesday, 5th, 2.00 r	Mr and Mrs Paterson and child
		Thursday, 7th, Printed Matter, and Sa ples 2.00 P	m and 2 children, Mrs E. A. Ran Mrs A. Ajassy, Mrs Turner
SHANGHAI, NAGABAKI, KOBB, YOKOHAS VICTORIA and VANCOUVER (B.C.)	1-1	Registration 2.00 P (Registration, with 1	Miss Horne, Dr. Snzuki, Dr. Major H. Hijikata, Messra, II
(Supplementary mail on board up to the time fixed for departure of the ma	d.	fee of 10 cents, up 2.45 P.M.) Registration, Kowle	G. Midzuo, T. Kinoshita, Y. S. H. S. Robertson, Cobb. M. U.
Extra Postage 10 cents)	L	H.O 2,00 P No late fee	M. Gato, K. Usami, S. Koguri Ashida, J. Gibson, T. Pearson
		Letters 3.00 F	Mrs A. L. Drysdale, Mr and Mr stein and 2 children, Mr and Mr

DEST FOR THE BAR. BEST FOR THE CLUB. DEST FOR THE HOME. DEST FOR THE SICK ROOM.

THREE STARS BRANDY.

SOLE AGENTS:

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WINE & SPIRIT MERCHANTS.

COMMERCIAL.	antal pro	JUB 91	14 BMD.				
EXCHANGE	Hongkong, April 15th						
CLOSING QUOTATIONS	COMPANY.	PAID UP.	QUOTATIONS				
DON.— graphic Transfer	Alhambra Banks—		Nominal, \$6921, sellers				
k Bills, on demand	Hongkong & S'hai National B. of China	1	London £73-1 \$51, buyers				
dits, at 4 months' sight	Bell's Asbestos E. A	. 1	\$71. \$11, sellers				
pk Bills, on demand	China Light & P. Co China Provident	61	\$6. \$81, buyers				
demand	Cotton Mills— Ewo Hongkong International Laou Kung Mow Soychee Dairy Farm	Tls. 75 Tls. 100 Tls. 500	Tls. 55. Tls. 75. Tls. 260.				
elegraphic Transfer auk, on demand HANGHAL— ank, at sight rivate, 30 days' sight OKOHAMA.—On demand	1 tooks and Wharves H. & K. Woarf & H. & W. Dock New Amoy Dock Shanghai Dock Shai & H. Whar	G. \$50 \$50 \$64 Tls. 100	\$53, sellers \$104, selleri \$10. Tls. 80, buy				
OKOHAMA.—On demand—Pesos—912	The same of the contract	. 92:	\$13 sellers				

.—On demand...... 246p.c.pm. On demand 1/2 .. _On demand7 p.c. pm. 61 p.c. pm. On demand -On demand781 3ank's Buying Rate...\$1060 00 fine, per tael..... \$55.35 JESIDIARY COINS. <u>per cent.</u>

cents pieces \$8.58 discount 8,60 OPIUM. April 15th.

... 8263 RS PASSED THE CANAL.

-Glaucus, Oanfu, Poona, Korana. Anchenarden, Laeries, Idmiral-Duperre, St. Dunstan. via, Diomed, Sumatra, Jeserie, tuna, Inveresk. April 1st-Teenkai. Palma, Yorra, Yangiste. 8thitshire, Indrasamha, Trieste, Ellen bia, St. George. 11th-Agamemnoa, Socotra, Stentor, Ilakata Petronia. 15th-Meinam, acmar, Bulow, Ceylon Maru, rdiganshire, Nijni Novgorod.

BRIVAL AT HOME. h-Ching Wo. Colombo Maru, vachi Maru.

sha, from Australia, &c., Mr & Mrs nd child, Mr and Mrs E. J. Beard D. Su, Mrs G. Douglas, Mrs A bild, Miss Croft, Miss G. de Yeza, R. Bragon, Croft, V. Kempton, C. Wildbow, Ebbut, F. H. Gibson, Allen, F. H. Holst, M. Powers, J. Dawson, M. Barrara, Mayer

na, for Hongkong, from London, 2 olildren and amab, Miss C. M. Miss H. C. Denby, Messrs. H. W. Clark, P. E. Sullivan, W. Garson rabbie; from Marseilles, Mr and e. Comdr. Fuller, R.N., Messrs. F. te and A. H. Waits; from Brindisi, W. H. Miller; from Calcutte, Mr. on; from Bombay, Mr and Mrs C. abo, Mrs Tanalaid Fraser; from Mrs T. G. Treadgold, Messre, J. B. prox. W. C. Hanbury, Higginbotham, E Ree & servant, and G. F. Why to i. from London, Miss M. F. Thomas, Robertson, Capt. Campbell, Messrs. nt and A. Cameron; from Marseilles, Imphrey; from Bombay, Messrs. or and R. E. Stewardson; from Mrs W. S. Young, Messrs. A. Eok nachy; for Yokohama, from London, and maid, and Mr W. Laidlaw; from Mr and Mrs C. A. Miles; from

DEPARTED. ba Marii, for London, &o., Mr and and 2 children, Mr and Mrs G. R. 2 children, Mrand Mrs T. Akiyama, B Paterson and child, Mrs and Miss Mrs Heron & infant, Mrs Walker ren, Mrs E. A. Rem and 2 children. jassy, Mrs Turner and 3 children, Dr. Suzuki, Dr. J. B. Flower, ijikets, Messrs, Innes, T. Mukai T. Hatano, Inabs, Tanaka, H. Ida T. Kinoshita, Y. Suwa, Y. Sayeki, rtson, Cobb, M. Uchids, R. Ohuo, Usami, S. Koguri, K. Nakata, T. Gibson, T. Pearson & F. MacIntyre. ano Maru, for Japan, &c., Mr and Drysdale, Mr and Mrs M. P. Lowen stein and 2 children, Mr and Mrs G. H. Gordon Mr and Mrs Riddiford, Mr and Mrs W. M. Thompson, Capt. and Mrs L. B. Kromer, Capt. and Mrs C. Vallange, Major and Mrs L. H. Parry and infent, Mrs M. C. Forbes, Mrs Hawker, Mrs Benson, Mrs Latime Lingeri, Misses Drysdale, Fries, Longworth, V. Longworth, D. Campbell, B. Cadell, Forbes, H. Forbes, Gordon, D. Gordon, McLeod, H. White, B. White, P. Parmintuan, C. Parmintuan, N. Parmintuan, A. del Rosario, C. del Rosario, D. del Rosario and Beit, Bev. Father Baldwin, Master Jose Parmintuan, Master Jose del Rosario, Messrs. T. J. McQuaide, P. Kennedey, J. Takeda, McPhee, C. Nagao, R. Adsms, A. R. Lambert, Mcrrison, O. A. Pinkerlon, F. Parmintuan, M. J. Ryan, H. L. Sangwitte, M. P. Beattis, Todo, C. B. Hayward, D. K. Moss. W. A. Williams, C. F. McWilliams, J. Nall's and K. Maddun,

ON SALE

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English
Mails; also Table of the Yearly

Approximate Averages for 33 Years From 1874 to 1900. Price: \$2 Cash. On sale at the "DAIL" PRISS" Office or Local Booksellers.

JOINT STOOK SHARES.

Fenwick & Co., Geo... \$25 | \$13, sellers \$10 | \$11], sales Green Island Coment. £10 \$175. Hongkong & C. Gas... Hongkong Electric ... \$50 \$95, sellers Hongkong Hotel Co.. Hongkong Ice Co..... H.K. Milling Co., Ld. Hongkong Rope Co... \$10 | \$29, buyers Insurances— \$240, seller: Canton China Fire..... \$25 | **\$91**, buyers China Traders \$50 \$3074, buyers Hongkong Fire 25 Tls, 81, buyers North China....

\$100 | \$8421, sellers Union \$60 | \$1371. Yangtaze and and Building--HongkongLandInv. \$10 \$10, buyers Humphrey's Estate \$30 | \$26, sales Kowloon Land & B. Shanghai Land Tls. 50 | Tis. 1131. WestPointBuilding Mining--Charboninges Fcs. 250--\$540, buyers 18/10 | 18, buyers

Peak Tramways \$1 \\$2, sellers Philippine Co. Refineries — \$135, sales China Sugar Luzon Sugar Steamship Companies China and Manila... \$15½, buyera Douglas Steamship. \$291, sellers H., Canton & M..... Indo-China S.N. Co. 45/- buyers Shell Transport Co. \$31. Star Ferry..... \$5 \$154. Do., New \$23, buyers South China M. Post... Steam Laundry Co. . \$6, sellers Stores & Dispensaries \$15, sellers Campbell, M. & Co. \$10 Powell & Co., Wm... Watkins.... Watson & Co., A. S.

Weissmann, Ld. .. 34 811, buyers United Asbestos ... \$10 | \$150, buyers Do. Founders Union Waterboat Co.

2 children & servant Mr. C. Wallach Capt. R. Innes

THE GERMAN MAIL. The I.G.M. str. Prinz Eitel Friedrich carry ing the German Mails with dates from Berlin of the 24th ultime, left Colembo on Friday, the 10th inst. p.m., and may be expected here on or about Tuesday, the 21st inst.

The I.G.M. sir. Prinz Sigismund left Sydney -from-Penang, Mr. C. Duncan; on-Thursday, the 9th inst. at 10 p.m., and may be expected here on or about Saturday, the 2nd THE AMERICAN MAIL.

The P.M. str. Manchuria sailed from Kobe on the 12th inst., and is due to arrive at this port on the 21st inst.

MERCHANT STEAMERS. The str. Swazi left Singapore on the 9th inst., and is due here to-day at noon. The N.Y.K. str., Tolemi Maru (Bombay Line) left Moji for this port on the 10th inst., and is expected here to-day. The N.Y.K. str. Kanagaica Maru, (European Line) left Singapore for this port on the 10th inst, and is expected here to-day.

The A.L. str. China left Singapore for this port on the 10th inst, and is due here The H.A.L. str. Senegambia left Singapore

here to-morrow p.m. The N.Y.K. str. Shinano Maru, (American Mr. H. W. Kelley Line) left Kobe for this port via Moji and Shanghai on the 10th inst., and is expected here on the 19th inst.

> HONGKONG TIDE TABLE. From April 16th to 22nd, 1908.

HIGH WATER.				LOW WATER			
Day of . Weeks.	Day of Month,	Hongkong Mean Time.	Height	Hongkong Mena Time.	Height.		
Thurs	:6	h. m. m 9 15 0 33 a	5 8	h. m. m 3 11 3 21 a	it. in.		
FrL	17	na 9 36	-n 9	m 8 0	1 0		
at.	18	m 10 1	b 5.	m 4'8	2 2		
ova,	1)	m 10.50	6 8	m 4 85 5 27 a	2 5		
Mon.	20	m 11 6	7 0	m 5 1 8 18 a	2 9		
Fueşi	21	m 0	4 8	m 5 26 7 17 a	3 2		
Wed.	22	n 11 41 n 2 6 0 29 i	4 3 7 0	m 5 52 8 82 m	8 6 1 3		

REGISTER.

Hongkong Guadavatory, A; ril 15th. Previous Day On Date at 29.9 L 65 79 20.01 64 1991 Barometer Temperature ... Humidity Wind Direction Force Weather

Highest open air Temperature on 14th.....70
Lowest open air Temperature on 14th.....61



FOR PROTECTION

of the bottoms of Cargo-Bosts, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of al exposed Woodwork

KENNON'S TEREDO-PROOF

WOOD ARMOR PAINT

A peerless Wood Preservative and insoluble Paint, gives in Sea-Water Absolution Protection against the "Teredo" and all other Marine-Pore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

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Miss Bisney Dr. G. D. R. Black Mr. L. Blackwood Mrs. Blodgett Mr. L. Blumen hal Miss Mitchel Mr. N.H. N. Medy Mr. A. B. Blunn · r. B. G. Morris Mr. E. Bornand Mr. H. A. Mun on Mr. T. Brayfield Mr. and Mrs. W. F Mr. M. Breen Mr. F. G. Brighton Neighboar Mr. G. L. Brighton Mrs. Newbery Mr. N. Nieler Mr B. Brown Mr. E. Nissim Mr. J. B. Bulmer Mr., Mrs. & Miss Mr. R C. Lurgess Nu ly Mr. L. Burle Mr. S. C. de Bustierre Mr. C. O'Shea Mr. B. L. Packer

Pearse

. Porkins

Miss Potts

Mr. A. W. Polglase

Mr. W. A. Fowell

Dr. W. F. R hte

Mr. E. Ralphs

Mr. E. H. Ray

Mr. F. L. Rawl

Mr, H. C Rus ell

-Mr.-C. E. Shie de

Miss Elsie M. Smith

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Mr. T. E. P. Sutton

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Mies Ecopion Mr. W. Linstmann Mr. C. W. T. Elsworth Mr. C. Enran Major Erwin Mr. F. C. Fisher Mr. J. Bnckvill Fowler Mr. C. B. Franklin Mr F. W. Franks Mr. B. L. Frost Mr. Dennian Fuller Mr. A. F. Gardiner Mr. Adam Gibson Mr. A. W. Grant Capt T. A. Hall Mr. R. Harding Mr. J. L. Harrison Mr. & Mis. Hazanies &

Mr. Barera

Mr. P. Dow

Mr. Gibson

Mr. and Mrs. N. C. Mr. and Mrs. P. N. H. Mr. D. White Mrs. Whittaker Mr. R. M. Joseph Mr. C. Wildhore Mr. & Mrs. E. S. Joseph Mr. & Mrs. C. R. Wise Mr. & Mrs H. Karlisch Mis. Klohr.

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Mr. D. M. Nicholeon Mrs. W. C. Passmore Mr. G. H. Corse Mrs. Peal and family Mr. & Mrs. J. Dickis Mr. E. Pond Mrs. S. L. Dorn Mr. S. Pyke Mr. & Mrs. Ricon Mr. J. R. Duggan Mr. Rockin Mr. J. Elst zar Mr. Resado Mr. J. F. Enright Mrs. Rosado Mr. Louis Esson Mrs. J. H. Roven and Mr. & M s. Fisher child Mrs. James Gibb Mrs. James Scott

Mr. & Mrs. H.V. Harlan Master R. & G. Scott Mrs. G. J. Harman and Mr. and Mrs. S. Silver Mr. M. L. Silverstone Mr. A. W. Hastings Mr. A. H. Silverstone Mr. J. A. Jacobson on the 10th inst. at 1 p.m., and may be expected Mr. and Mrs. F. J. V. Mrs. A. G. Smith Miss Square. Mr. D. V. Steavenson Mr. & Mrs H. M. Tibbey Dr. & Mrs. Kew Mr. Carl. Wallach

Mr. Thos. W. Kydd Jr. R Wetherill Mr. G. I ambrage Mr. & Mis. F. B. Land Mr. P. L. Wong Mr. Zach Capt. Lapicque. Miss G. Yeaza & child Capt, B. Lundholm KINGSOLERE PRIVATE HOTEL. Capt. H. Beasley, R.A. Mr. H. T. Jackman Mr. E. A. Koster Mrs. H. Beasley Dr. & Mrs. BeMios Mr. L. V. Langsteiu Mr. & Mrs. 1. Mareton

Mr. and Mrs. Norman Mr. & Mrs. Mcdbury Revd H. C. Meeke, C. Blanch Mrs. H. C. Meeke Miss Carter-Campbell Mr. T. de Meester Mr. T. Chinchen Dr. & Mrs. W. Moore Mr. T. Cocker Mr. R. S. Morr son Mr. & Mrs. Cocker Mr. Wil iam North Mr. Cruicksbank Royd. A. Dalles-Ennis Kr. Hans Popper Mr. P Potts Mr. & Mrs. Preston Mr. A. Dalles-Ennis Mr. F. Cunliffe-Owen Mr. K. Freund Mrs. G. Sachse Mr. E. Gaster Comdr. Granfell, E.N. Mr. B. Schwandes Mr. J. Gray Scott Mrs. Gronfell Lieut E. I. Grieve, R.N. Mr. Thos. Seggie Mrs. E. L. Grieve Mr. Eustace Hagen Mr. A. L. A Hissink

Mr. F. lievington

Mr. & Mrs. F. Smyth Mrs. Smyth's two sons Mr. E. A. M. Williams Mr. R. B. Williams Mr. E. A. Irving ON BALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1:07. With INDEX. Price \$7.50. On sale at the " Honggong Daily Press

Central, Victoria, Hongkong; London Office, 181, Pleet Street, E.C.

Hougkong 28th February 1907

NOTICES TO CONSIGNEES AMERICAN AND ORIENTAL LINE NOTICE TO CONSIGNEES. S.S. "HEADLEY," From NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowleon Wharf and Godown Company, Ltd., Kowloon, whence delivery may

be obtained. All broken, chafed, and damaged Goods are tobe left in the Godowns, where they will be examined on the 18th April, at 2.30 P.M. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th April, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized. No Fire Insurance has been effected.

An Average Bond lying at our office must be signed by the consignees before Bills of Lading will be countersigned by the undersigned. ARNHOLD, KARBERG & CO-

Hongkong-18(h-April,-1937. NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH. LONDON AND STRAITS.

THE Steamship

"GLENEARN." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR BISK intothe Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon asthe Goods are landed. Goods not cleared by the 20th inst. will be-

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, where they will be examined on the 20th inst., at 11 A.M. No claims will be recognized if not presented

within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 18th April, 1908.

S.S. "AUSTRALIEN,

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE. MONSIGNEES of Cargo from London ex _________ "Malapan," from Bordeaux ex s.s. Ville de Cette and "Ville de Constantine in connection with above Steamer are hereby Mr. & Mrs. J. E. Mi ler informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the bazardousand or extra hazardous Godowns of the Hongkong Kowlco. Wha f and Godown Co., Ld. at-Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-DAY, requesting it to be landed

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after: MONDAY, the 20th April, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 21st April, or they will not be recognized. · All damaged packages will be examined on.

TUESDAY, the 21st April, at 3 P.M. No Fire Insurance has been affected. J. MILLET.

Hongkong, 13th April, 1908.



AGENT'S LANE, CRAWFORD & CO. HONGKONG

Printed and Published by BERTRAM A. HALE for the Concerned at 104. Des Voyex Roed